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A Refreshing and
Invigorating Beverage.
The very brand for all
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ASAHI LAGER-BEER
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DAI NIPPON BREWERY COMPANY LIMITED, TOKYO, JAPAN

SALES AGENTS
HONG KONG
MITSUI BUSSAN KAISHA, LTD.

China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR.—The
closing rate of the dollar on
demand, to-day was 1/6 1/16.

No. 27,423 HONG KONG, THURSDAY, FEBRUARY 27, 1930. PRICE \$3.00 Per Month.

There are Spectacles and
Spectacles but What
A Difference in Quality
and there are opticians and
opticians, but in Hong Kong, only one
European optician who measures up
to the highest qualifications. Optical
men in every corner of the world re-
cognise his certificates and the modern
equipment used.

LAZARUS
The Optician
Phone Mr. Cooper C. 2208 for appoint-
ment.
Ralph A. Cooper, F.I.O. (Engl.),
Registered Optometrist (Canada).

CHATER ESTATE IN DISPUTE

MR. J. T. BAGRAM AND HIS
\$700,000 LEGACY

A TENANCY FOR LIFE? CASE AGAIN BEFORE FULL COURT OF APPEAL

The matter of the estate of the late Sir Catchick Paul Chater, Kt., C.M.G., was again before the Full Court of Appeal this morning in so far as it concerned a legacy of \$700,000 made to Mr. J. T. Bagram, his nephew.

The appeal was heard by Sir Henry Gollan, Sir Peter Grain (Chief Justice of H.B.M. Supreme Court, Shanghai), and Mr. Justice J. R. Wood.

THE POINT IN DISPUTE

The parties in dispute were the official Trustee of Bengal (defendant-appellants the Hon. Mr. W. E. L. Shenton (plaintiff-respondent), and Mr. J. T. Bagram and Mr. E. Sadick (defendant-respondents).

Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon appeared for the appellant Mr. C. G. Alabaster, K.C., was for the Hon. Mr. Shenton, and Mr. Mr. F. C. Jenkin was for Mr. Bagram.

It will be remembered that the case at issue was first commenced about two years ago. The point in dispute was whether or not the \$700,000 left to Mr. Bagram in the will of Sir Paul Chater was meant for a life tenancy. His Honour the Puisne Judge, Mr. Justice J. R. Wood, who was then acting Chief Justice, held in his judgment on the origination summons that Mr. Bagram was entitled to 8 per cent. interest per annum from the date of the death of the testator.

Decision in 1928

An appeal before the Full Court was made against this decision, and again in a subsequent judgment given out on May 3, 1928, by the Full Court of Appeal, it was held that 8 per cent. interest was payable to Mr. Bagram from the date of the testator's death.

Again on September 16, 1929, Mr. Potter applied for an order that the judgment of the Chief Justice given on March 23, 1928, viz., (1) That the above named defendant, Mr. J. T. Bagram, is entitled to interest on his legacy from the date of the testator's death, (2) That the said defendant is entitled to be paid interest on his legacy at the rate of 8 per cent. per annum if the income of the estate is sufficient, and (3) That the said defendant should receive payment at the rate of 7 per cent. or such lesser rate as the income of the estate allows to be paid," be reversed and also how the costs of this appeal were to be borne.

At this morning's proceedings, Mr. Potter gave a brief history of the case, and reminded his Lordships that there had been no appeal to the Privy Council against the subsequent judgment, and that such an appeal, even if one was contemplated, could not be lodged as the time limit had expired and that the Hong Kong Court had no power to extend the time limit.

Mr. Potter contended that if the money left to Mr. Bagram was intended to be a legacy, the interest would then commence to run the year after the death of the testator. But if it was meant for a tenancy for life, he would argue that the interest was due from the date of the testator's death.

Proceeding, Mr. Potter claimed that the sole point before the Full Court was: what was Mr. Bagram entitled to? They had decided that Clause 7 of the will dealt with this question.

On the question of the merits of the present judgment, Mr. Potter pointed out that it had been submitted on Mr. Bagram's behalf that the money was an ordinary legacy, and that he was entitled to interest up to 8 per cent. in preference to the Armenian Church of Nazareth. Mr. Bagram was thus treated as legatee, the sum was described as a legacy, and the Armenian Church defined as the residuary legatee.

Mr. Potter submitted that this was incorrect. The residuary estate described in the will was in effect divided into four portions, and all the four participants were on precisely the same footing. Further, testator in his will, although mentioning specific legacies, had used the word "funds" in connection with the bequests in question.

To Provide Annuities

The facts were that four lakhs had been set aside to provide an annuity for one nephew: seven lakhs for the same purpose for Mr. Bagram two lakhs for another nephew, and the balance of the funds described as the "residuary estate" was to be paid to the Armenian Church. There was a provision in the will, however, that in case of lapse, any of the funds in cases A, B, and C should fall in. If, then, the Church had been meant to be a residuary legatee in the ordinary sense, this clause would not have been necessary.

No Fund As Yet

Furthermore, the moment that the first three funds were created, the fund for the fourth beneficiary, the Church, came into existence. The funds were all to be created at the same time. In this case, why should interest be given to any of the first three beneficiaries as against the Armenian Church?

Another point was that the executor had powers of postponement, and there could not be a fund created for the benefit of anyone until he acted under Clause 8 of the will. How, then, could interest be paid when at the present time no funds had been created or could be ascertained? What the beneficiaries were entitled to was the interest on a trust fund which was to be set aside and invested separately for their respective benefits. Where was the fund? For all the Court knew, there might never be one.

In this connection, counsel stated, the case of Whiteley and the Bishop of London had been brought up. Counsel contended that there was no analogy between the present case and the Whiteley case. In the latter case, the funds were not held in trust as in the case before the Court. The Whiteley case had been merely one of an instruction to realise and hand over an actual sum.

Also, it had been brought to Court primarily over a question of accrued interest when a payment of \$200,000 was made out of capital.

BIG BOUT TO-NIGHT

WILL SCOTT WIN THE
WORLD'S TITLE?

SHARP WORDS

SHARKEY'S "LOUD- VOICED FEROCITY"

Miami, Florida, Yesterday.

Under waving palms, before the most opulent crowd in America, Phil Scott, the British boxing champion, enters the ring at ten to-morrow evening as the first Briton to fight the world's Heavyweight boxing championship since FitzSimmons, in 1902.

Scott is trained to the minute and weighs 14 lb. 10 stone. Jack Sharkey weighs 14 lb. 7 stone, but the latter's loud-voiced ferocity has made him a 5 to 1 favourite.

The bookings, so far, are disappointing, and are very likely to fall far short of the anticipated \$80,000.

There have been sharp words over the referee, Johnson, Scott's manager, fearing that the great volume of betting based on Scott being knocked out in a specific round may influence stopping the fight prematurely in favour of Sharkey, but the appointment of Lou Magnolia has given general satisfaction. He has a great reputation for integrity.

It is generally expected that Scott will win if he is erect after seven rounds, as when he is warmed up he will box out Sharkey in the remaining eight.

Tommy Loughran meets the Belgian Pierre Charles and Risio Mees Campolo at the same tournament. — Reuter's American Service.

SCOTT V. SHARKEY

To-Night's Big Bout In
Florida

[China Mail Special]

Phil Scott, the British heavyweight champion, will enter upon the most important fight of his career to-night at Miami Beach, Florida, when he faces Jack Sharkey, the American-Lithuanian ex-sailor, in a bout which is described as an "elimination contest" for the world's title. In the opinion of British sports writers the winner will be the logical world's champion, Sharkey being admittedly the best man at his weight in the States, whilst Scott, who first came into the limelight under his proper name of Phil Suffling, when he won Mr. J. T. Hulle's Crystal Palace tournament, has steadily retrieved the reputation he lost when he was knocked out in the first round by Knute Hansen, in New York, in his first fight in America.

Scott later showed that this form was all wrong when he knocked out the gigantic Monte Munn, of Nebraska. Last Summer, upon his return to America, he defeated the much-touted Campolo, which victory is probably his most imposing one to date.

Sharkey has been knocked out by Jack Dempsey, but on the other hand soon put "paid" to the pretensions of Tommy Loughran and Jack Delaney, who are both light-heavyweights who had carried all before them in their own sphere.

Scientific Boxers

Both men are excellent boxers, without the pugilistic ferocity of a Dempsey, and the bout should prove one of the most scientific seen amongst heavyweights in recent years. Scott has been a long time getting his chance, and probably realises that it is the only one he is ever likely to get, as he recently passed his thirty-second birthday, and must now be reckoned an old-timer, as ringsters go.

The future of professional boxing is also involved, to some extent, in the result of to-night's fight, in that recent fiascos where doubtful fouls have decided the issue have given the sport a serious setback with the paying public.

Britons to a man will wish Scott "Good-luck." The record of our heavies in the States does not make pleasant reading, the appellation of "horizontal champions" being only too diametrically true. Let us hope that this time we have a British contender who, even should he not be victor, will at least be a game and gallant loser.

[A message of Feb. 3 stated: Phil Scott will start training at Miami to-morrow for his fight with Jack Sharkey on February 27. He arrived on Wednesday evening, says Reuter, and was greeted by officials of the city of Miami and a band which played English and Scottish airs.

Scott was somewhat tired after his 38 hours' railway journey from New York and went straight to his hotel. "I am going to get into condition to take Sharkey in quick order," he said. "Sharkey can't last me out. He has not the heart to go through a 15-round bout. That is where I will come out on top."

Mr. Schmaling, who is to box the Scot and the world's heavy weight championship, is now on his way to the United States, as he intends to

BIG BLAZE IN CANTON

NEW TELEPHONE EXCHANGE
ESCAPES DESTRUCTION

RAGING FOR HOURS

[From Our Own Correspondent.]

Late last night a fire broke out in the Sai Kwa Yun district in the City (near Tai Ping Market) in which is situated the new building of the Canton Automatic Telephone Company. The blaze has been raging furiously for hours and all the houses about the Telephone Exchange Building have been burnt to the ground, and it is only owing to the strength and modern construction that the building withstood destruction.

For hours hoses were directed on the building, and the fire has now been got in hand and all further danger to the Telephone Exchange, is over, though other buildings are still burning.

Mr. P. T. Carey, who has been in charge of the construction and organisation of the Automatic Telephone Company, on being interviewed, declared that the Exchange Building was built from plans which included all the most modern devices against fire. If this building had been demolished it would have been many months before the Telephone Company could have functioned again.

OUR NAVAL STRENGTH

BRITAIN THE DUPE
OF EUROPE?

SAILORS' PROTEST

CHURCHILL SAYS 'WE 'OUGHT TO BUILD'

London, Yesterday.

A meeting of the Navy League in London passed a resolution opposing any further reduction of British naval forces. Mr. Winston Churchill, in his speech, strongly criticised the Government's "squeezeability" at the Naval Conference, and said that all the other conference Powers were preparing to increase their relative naval strengths. Apparently it was proposed that Great Britain, who led the way for disarmament on sea, land and air, should further diminish not only our actual but still more our relative strength. The size of the American navy did not concern us. We ought to build after hearing the unbiased advice of our naval authorities whatever Parliament considered necessary for our safety. He suggested that agreement could be reached by the delegates tabling their naval programmes for the next five or six years.

No Breakdown

The heads of the delegations to the Naval Conference privately con-

CHINA SITUATION CRITICAL

DRASTIC MEASURES AGAINST
YEN HSI-SHAN

THE LAST WARNING

Nanking, Yesterday.

In a telegram to Marshal Yen Hsi-shan, President Chiang Kai-shek states that this is positively his last communication to the Shanai leader, inasmuch as the National Government will shortly take drastic measures against Yen. The situation is considered critical. A punitive mandate against Yen is being drafted and will be issued in one or two days. — Reuter.

Fighting Raging

Peking, Yesterday.

Important Shanai troop movements are proceeding. The evening vernacular papers state that severe fighting developed yesterday morning between Government troops and Shih Yusan's forces at Tangshan, westward of Hsuehchow, and was still raging this morning. — Reuter.

OVERSEAS RADIO

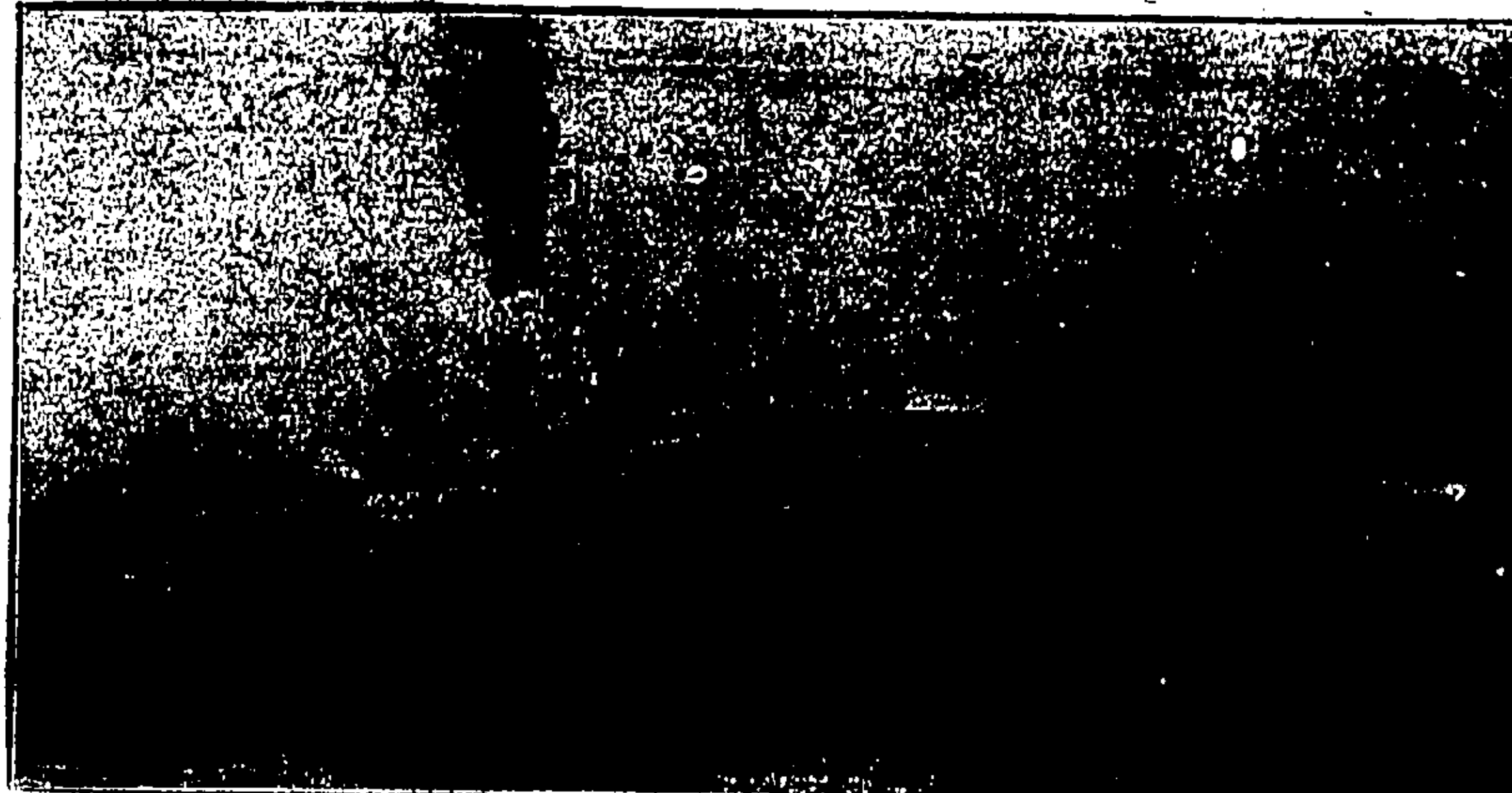
Scheme to Save Time
and Money

A NEW POLICY

Rugby, Yesterday.

The Postmaster General announced in the House of Commons that the Government had decided upon

Will They Scrap Her, Too?



H.M.S. GLORIOUS—The new British aircraft carrier which has lately been converted from a cruiser. This splendid vessel may be scrapped if the aims of Mr. Ramsay MacDonald are carried out by the Naval Conference. (Sport and General).

SOME RAIN

To-day's weather report from the Royal Observatory states: The depression appears to be filling up over S.E. Japan. Pressure is high over N. China and Manchuria.

A depression is shown over Indo-China.

Coastal Fog. Forecast:—S. E. winds, moderate; cloudy; some rain.

Rainfall

To-day's rainfall (up to 10 a.m.). Rainfall since January 1, 3.65 inches, against an average of 3.04 inches.

Temperature and Humidity

The temperature and humidity at certain specified centres this morning at 6 o'clock were:

	Temp.	Humid.
Hong Kong	70	96
Macao	68	100
Pratas Island	72	95
Haidia	72	88
Amoy	65	100
Swatow	67	100
Chao	64	90
Shanghai	43	88

study his prospective opponent from the inside.

Meanwhile, the British Board of Control have asked the United States to send a team of experts to examine the proposed convention for humanising the operations of these craft. — British Wireless Service.

ferred for an hour with Mr. Ramsay MacDonald in the House of Commons this afternoon, and asked whether the conference had broken down. A prominent personage who was present at the meeting declared laughingly "no, any such suggestion is rubbish."

Good Progress

A conference communiqué states: "The heads of the delegations, with the French Ambassador, met the Prime Minister this afternoon to consider the continuation of the work of the conference. It was arranged, subject to French agreement, that immediately the conference is able to resume its full activities, the original programme of work will be continued. In the meantime, the private conversations among the delegates are continuing and the work of the technical sub-committees is making good progress."

Satisfactorily Alive

Authoritative British quarters regard the communiqué as indicating that the conference will proceed on original lines as effectually stopping the talk of a three-power agreement as a against the original idea of a five-power treaty, which is still pre-dominant. A British spokesman said: "The conference is still quite satisfactorily alive." — Reuter.

"Humanising" Submarines

Rugby, Yesterday.

The work of the technical sub-committees mentioned in the communiqué refers to committees on, firstly, ships which are to be exempt from limitation; secondly, ships of special character which do not fall within the proposed categories; and thirdly, submarines in connection with which further are "examining the root convention for humanising the operations of these craft." — British Wireless Service.

COLONIAL PARLEY

CONFERENCE TO BE
HELD IN LONDON

3 WEEKS' SITTING

HONG KONG TO BE REPRESENTED?

Rugby, Yesterday.

Following the success of the first Colonial Office Conference, held in May, 1927, the Colonial Secretary has decided to summon a second conference with similar objects and constituted on similar lines. The Conference will meet on June 28 and sit for about three weeks. It will be attended by one representative each from as many of the colonies, protectorates and mandated territories as is practicable. It is hoped that in a large number of cases the Governor will be able to act as the representative of his territory, while in others that some senior official of the territory will be deputed.

The work of the conference will fall under three main headings, namely, colonial development, under which is included the very important question of the working and application of the colonial development fund, the administration of scientific and technical schemes, and problems of colonial administration in general.

Replying to questions in the House of Commons, Dr. Drummond Shiels, Under Secretary for the Colonies, said that the conference will consider the question of unofficial representation at a future Colonial Conference.

Development Schemes

Answering a question regarding colonial development schemes, Dr. Shiels said that a preliminary application for assistance from the Colonial Development Fund has been made by the High Commissioner for Transport for Kenya and Uganda in connection with a proposal to extend the Kenya-Uganda Railway westwards to the Uganda-Congo border. Arrangements would be made in the usual way to ensure that plant, machinery, and materials imported into East Africa in connection with any such projects would, save in exceptional circumstances, be of British manufacture and origin. In regard to Nigeria, no services had yet been arranged to necessitate assistance from the Colonial Development Fund, as that Colony had just floated a new loan to be devoted to works of public utility. — British Wireless Service.

communication between the two points over a given number of hours each day.

As regard future development, the Rugby system was more elastic and, therefore, in this respect, offered decided advantages. The second main issue was the financial comparison between the two systems. The concentration at Rugby admitted economy in many directions, particularly in the land line connection with the London trunk exchange. The wireless service required excellent land connections and, by grouping services at one centre such as at Rugby, a smaller number of lines would suffice. The distance to Rugby and Baldoek from London was much less than to the beam stations at Bodmin, Bridgewater, Grimsby and Skegness. The result was that the work of four circuits to India and the Dominions through beam stations would need 4,190 miles of high grade telephone circuits to work them through the Post Office station, whilst at Rugby and Baldoek only 786 miles would be required.

Government's Decision

The minimum rental asked by the Communications Company for the use of the beam telegraph station for the telephone services in question was from \$40,000 to \$45,000 per annum, according to the type of equipment employed, plus a royalty of ten per cent. on gross receipts in excess of a certain figure. This was exclusive of the cheaper scheme, which was open to objection on other grounds. As a result of the consideration of all the issues, the Government had decided upon a policy of taking overseas wireless telephony by concentration at the Post Office station at Rugby and the receiving station at Baldoek, capable of providing satisfactory

British Wireless Service.

'Phone C. 22
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

POSITION WANTED

ENGLISH GIRL sailing with her family in Macedonia on March 1 would like to get in touch with lady who needs help on voyage with children.—Apply Telephone Kowloon 1399.

TO LET

TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bedrooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Lu, 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

FOR SALE

FOR SALE.—Banjo. "Clifford Essex" G. Genuine Autographed Model. Unused. Original Nicholas painting on vellum. Cost \$125. Sell \$60 or offer, with Case and Tutor. Apply Box No. 837, c/o "China Mail."

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma.
MISS GERTRUDE TURNER
(National Froebel Higher Certificate.)

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

**ALEXANDER'S INSTITUT DE
BEAUTE**

For the best Permanent Finger & Marcel Waves. Hair Cutting and Manicure for Ladies & Gentlemen.
Pedder Bldg., 1st floor, Room 5
T. C. 5159.
Opposite Entrance H.K. Hotel.

LAMBERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, February 28, 1930,
commencing at 11 a.m.
at No. 2B, Armand Buildings,
Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Chesterfield Couch and Armchair, Rocking Chair, Teak Cabinet, Teak Desk, Teak Cupboard with Glass Shelves, Carpet Cushions, Curtain, Ornament, etc.
Teak Dining Table, Teak Sideboard, Teak Chairs, Teak Card Table, Screen, Pictures, Filter, etc.

Teak Bedstead, Wardrobe with Bevelled Mirror Doors, Teak Dressing Table, Linen Cupboard, Chest of Drawers, Mahjong Table, etc.

Electric Fittings and Bathroom Fixtures

also
One Piano, Gramophone Victory IX.
and
One White Frost
(Most of the above Furniture made by Lane, Crawford, Ltd.)

On View from Thursday, February 27, 1930.
Terms—Cash on Delivery.

LAMBERT BROS.
Auctioneers
Hong Kong, February 27, 1930.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island, between Victoria Road and Kowloon Road, near the intersection of the two roads.	ft. ft. ft. ft.	about		
As per sale plan.			20,550		\$12,000

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island, between Victoria Road and Kowloon Road, near the intersection of the two roads.	ft. ft. ft. ft.	about		
As per sale plan.			9,300		100

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island, between Victoria Road and Kowloon Road, near the intersection of the two roads.	ft. ft. ft. ft.	about		
As per sale plan.			3,900		40

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Taun Wan, D.D. 446, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1893 with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island, between Victoria Road and Kowloon Road, near the intersection of the two roads.	ft. ft. ft. ft.	about		
As per sale plan.			1,500		150

NOTICES.**UNION WATERBOAT COMPANY, LIMITED.****NOTICE TO SHAREHOLDERS.**

THE TWENTY FIFTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. Dodwell & Company, Limited, on MONDAY, the 10th March, 1930, at 11 a.m., for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1929. The TRANSFER BOOKS of the Company will be CLOSED from the 1st March to 10th March, 1930, both dates inclusive.

DODWELL & CO., LTD.,
General Managers.
Hong Kong, 13th February, 1930.

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-FIRST ORDINARY GENERAL MEETING will be held at the Company's Offices, P. & O. Building, on WEDNESDAY, 12th March, 1930, at 11 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1929, and electing Directors and Auditors.

The REGISTER of MEMBERS of the Company will be CLOSED from 28th February, 1930 to 12th March, 1930, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 19th Feb., 1930.

THE DAIRY FARM ICE & COLD STORAGE COMPANY LIMITED.**NOTICE TO SHAREHOLDERS**

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on FRIDAY, the 14th March, 1930, at 11 a.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1929, declaring a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 14th March, 1930, both days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 25th Feb., 1930.

HONG KONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., Hong Kong, on TUESDAY, the 18th day of March, 1930, at 12 o'clock Noon, to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from TUESDAY, the 4th to TUESDAY, the 18th March, 1930, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 24th February, 1930.

GREEN ISLAND CEMENT CO., LTD.

NOTICE IS HEREBY GIVEN that the 41ST ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on WEDNESDAY, the 19th day of March, 1930, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 8th March, 1930 to WEDNESDAY, 19th March, 1930, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 20th Feb., 1930.

TANG YUE, DENTIST
Successor to
the late CHEN TING
14, D'Almeida Street
HONG KONG

NOTICES.**HONG KONG & SHANGHAI BANKING CORPORATION**

THE FINAL DIVIDEND declared for the Year ending 31st December, 1929, at the rate of Three Pounds Sterling together with a Bonus of One Pound Sterling, is payable on and after the 24th February, 1930, at the Offices of the Corporation, where shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 22nd February, 1930.

HONG KONG JOCKEY CLUB.**RACE MEETING, 1930.**

22nd, 24th, 25th, 26th February and 1st March, 1930.

ON SATURDAY, 22nd February the First Race will be run at 2 p.m. and on all other days at 12 o'clock Noon. On the First Day the First Bell will be rung at 1.30 p.m. and on the other four days at 11.30 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members' Badges may be obtained by those members who have not already received them on application to the Secretary.

Such Badges will also ensure admission to all Extra Race Meetings during 1930.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10. per day or \$40 for the Meeting (ladies \$4. and \$16. respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for payment of all bills, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE
The price of admission to the Public Enclosure is \$3. per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day.

Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES
Passes for Servants will be issued on application to Messrs. Linstead and Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 10th February, 1930.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FIRST EXTRA RACE MEETING to be held on SATURDAY, 8th March, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on MONDAY, 3rd March, 1930.

Hong Kong, 18th February, 1930.

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CHURCH IN INDIA**Some Important Issues****CANONS AND RULES**

Calcutta, January 25.
Decisions of far-reaching importance to the Anglican Church in India will be taken by its General Council, which meets in Calcutta on Thursday.

The 45 clergy and 45 laymen, who with 14 bishops compose the Council, will come authorised by their Diocesan Councils to adopt, with or without amendment, the "constitution, canons and rules of the Church of India, Burma and Ceylon," which a committee began to frame eight years ago.

The drafts were three times submitted to the General and the Diocesan Councils in India and to the Ecclesiastical authorities at Home, and on each occasion they were revised in the light of the criticisms that were made.

In an interview yesterday the Metropolitan explained that the final amendments to the fourth draft would be considered by the fourteen bishops meeting in an Episcopal Synod prior to the General Council. The synod would have to devote special attention to an important chapter concerning religious orders.

Legal Separation
The constitution, canons and rules would then go to the General Council, which, having adopted them, would pass a resolution calling on the Governor-General-in-Council to fix a date for the legal separation of the Church of India, Burma and Ceylon from the Church of England.

It should be noticed, added the Metropolitan, that the Indian Church Act and Measure had been in force since January 1, 1928. By the powers conferred by them the property vested in the corporation (who would be dissolved on the date of Legal Separation) had been handed over to the Diocesan Trust Associations and the Church trustees incorporated under a Royal charter.

It was expected that the Governor-General-in-Council would fix the legal separation for March 1 and from that date the Church of India, Burma and Ceylon would become one of the autonomous churches within the great Catholic Church and would be governed in accordance with the canons and rules as passed.

"The second principal item on the agenda of the General Council," proceeded the Metropolitan, "is a report by the delegates appointed at the last session in 1928 to frame a scheme of union in conjunction with the delegates of South India United Church and the Wesleyan church in South India. The scheme was issued early last year and has been submitted to the Lambeth Conference in accordance with a resolution of the General Council."

"The Archbishop of Canterbury has asked our General Council to express their opinion upon it and this, it is expected, the General Council will do.—Allahabad Pioneer."

RED FRENCH TROOPS**Communist Plots in 40 Regiments**

The recent arrest of five artillerymen of a French regiment stationed at Haguenau, Alsace, has led to the discovery of a widespread Communist organisation for the distribution of anti-militarist leaflets.

The documents seized show that there are Communist organisations in 40 French regiments stationed on the German frontiers.

The documents were found at the residence of a man named Lhote living at Nancy, who has been arrested.

Sir Thomas Legge, from 1899 to 1926 senior medical inspector of factories, on February 3 took up a position on the Trade Union Congress as adviser and consultant on the prevention of industrial diseases.

LP. 777.

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LOCAL NEWS, CHINESE NEWS,
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the trouble of writing Home.

The principal event of the week has been the annual meeting of the shareholders in the Hong Kong and Shanghai Banking Corporation. As the greatest banking institution in the Orient the Chairman's annual review of the trade and commerce of the Colony and of the Far East in general is invariably keenly anticipated. This year's speech was no exception to the rule.

Additional interest was lent to this year's meeting by the official intimation of the resignation of the Chief Manager, the Hon. Mr. A. H. Hynes, who has not only been a pillar of finance, but a staunch supporter of all commercial, social, and sporting institutions in the Colony for twelve years.

Friends and relatives in the Mother Country and in British Possessions overseas will treasure this week's issue of the OVERLAND CHINA MAIL.

There have been four days' Racing Carnival, including the Derby and the Champions, with their mammoth cash sweeps. The meeting is specially reported in the current issue of the OVERLAND CHINA MAIL, which also contains full lists of sweeps organised by the principal Clubs.

China, as usual, commands attention by reason of the fresh clash among the Northern war lords. Special telegrams and articles in the OVERLAND CHINA MAIL provide interesting reading to those at Home who have been out here themselves or who have relatives and friends here.

All the other local news of importance finds a place in the OVERLAND CHINA MAIL. As no second edition can be printed it is advisable to order your copies forthwith.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$4.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a coloured pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

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M.V. "ESQUILINO"	—	Mar. 20
* M.V. "COL DI LANA"	—	Mar. 20
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TAIYO MARU	Sunday, 8th March.
TENYO MARU	Wednesday, 2nd April.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
SHIDZUOKA MARU	Friday, 28th February.
YOKOHAMA MARU	Tuesday, 11th March.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HARUNA MARU	Saturday, 8th March.
KAMO MARU	Saturday, 22nd March.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 28th March.
AKI MARU	Wednesday, 22nd April.
HOMBAY via Singapore, Penang, & Colombo.	
SADO MARU	Monday, 11th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
RAKUYO MARU	Sunday, 2nd March.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Saturday, 8th March.
NEW YORK, BOSTON via Panama.	
† TOKIWA MARU	Tuesday, 4th March.
† TAKEYO MARU	Friday, 14th March.
LIVERPOOL via Port Said, Constantinople, Genoa.	
† LYONS MARU	Thursday, 20th March.
CALCUTTA via Singapore, Penang & Rangoon.	
† MORIOKA MARU	Saturday, 1st March.
† HAKODATE MARU	Saturday, 8th March.
SHANGHAI, KORE & YOKOHAMA.	
† GENOA MARU	Sunday, 2nd March.
AWA MARU	Sunday, 2nd March.
ATSUTA MARU	Tuesday, 4th March.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	
AMAZON MARU	Tuesday, 18th March.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
LAPLATA MARU	Friday, 21st March.
BOMBAY—Via Singapore & Colombo.	
CELEBES MARU	Saturday, 8th March.
MEIGEN MARU	Wednesday, 19th March.
TASMANIA MARU	Tuesday, 4th March.
DUNGAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Saturday, 1st March.
CANADA MARU	Monday, 31st March.
CALCUTTA—Via Singapore, Penang & Rangoon.	
SUMATRA MARU	Tuesday, 18th March.
GANGES MARU	Wednesday, 5th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ALABAMA MARU (from Shanghai)	Sunday, 9th March.
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU	Thursday, 6th March.
HAIPHONG—Via Hanoi & Pakhoi.	
MEYADO MARU	Thursday, 6th March, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
HAMBURG MARU	Sunday, 2nd March.
JAPAN PORTS.	
HAMBURG MARU	Sunday, 2nd March.
BORNEO MARU	Wednesday, 5th March.
AMUR MARU	Tuesday, 11th March.
KEELUNG—Via Swatow & Amoy.	
CAMPON MARU	Sunday, 2nd March, Noon.
TAKAO—Via SWATOW & AMOY.	
DELI MARU	Thursday, 5th March, 10 a.m.
TAKAO & KEELUNG.	
SOURABAYA MARU	Friday, 14th March.

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SHIPPING SECTION.

JAPANESE STEAMER HELD AT FAULT

KITANO MARU RESPONSIBLE
FOR COLLISION

NORTH SEA INCIDENT

The Court of Appeal Lord Justice Scrutton, Lord Justice Lawrence, and Lord Justice Greer, sitting with Nautical Assessors by a majority, Lord Justice Scrutton dissenting, have allowed the appeal in an action which was brought to determine liability for the collision in the North Sea, off the entrance to the Humber, between the Japanese liner Kitano Maru and the Orient liner Otranto. The casualty occurred in fine, clear weather on the evening of August 11, 1928, when the Kitano Maru, a vessel of 7,952 tons gross register, manned by a crew of 152 hands, was bound from Middlesbrough to Antwerp with cargo and the Otranto, a vessel of 20,032 tons gross register, was on a pleasure cruise from Birmingham to Copenhagen and other North European capitals with 565 passengers and a crew of 369 hands. Both vessels suffered considerable damage and the cruise of the Otranto had to be abandoned. Six of the crew of the Japanese vessel were injured, one fatally. The owners of the Kitano Maru claimed to recover the damage to their vessel and the Orient Line counter-claimed for the damage to the Otranto.

Mr. Justice Hill held that both vessels had taken helm action which at the time it was taken was wrong, and that both had failed to take engine action in due time. Accordingly he pronounced both ships in fault in equal degrees. The owners of the Otranto appealed.

Mr. A. T. Miller, K.C., and Mr. H. C. S. Dumas appeared for the Otranto; Mr. C. R. Dunlop, K.C., and Mr. R. F. Hayward appeared for the Kitano Maru.

Lord Justice Scrutton, in the course of a dissenting judgment, said that, when the Otranto starboarded, the Kitano Maru could in fact have avoided the collision by her own action and, therefore, the time had not come when the Otranto starboarded, the Kitano Maru could in fact have avoided the collision by her own action and, therefore, the time had not come when the Otranto was justified under the rules and regulations for avoiding collisions at sea in departing from the rule enjoining her to keep course and speed. He agreed with Mr. Justice Hill in finding that the Otranto was to blame in starboarded. Mr. Justice Hill had found both vessels equally to blame for the collision. He (Lord Justice Scrutton) was unable to alter that apportionment of the blame. If the matter had rested with him he would have thought that the appeal should be dismissed, but as the majority of the Court thought otherwise the order would be in accordance with their judgments.

Lord Justice Lawrence, in the course of his judgment, said that the Judge in the Court below had acquitted the Otranto of any breach of the duty imposed on her by the regulations, as the stand-on ship, to keep her course and speed, but he had held that in the position in which she found herself hard-a-starboarded was an act of negligence. The first material question was whether the Judge was right in holding that the time had come when the Otranto was called on to depart from her prima facie duty of keeping her course and speed and to take action to avoid collision. Some latitude must be allowed to the master of the stand-on ship in determining when the time had arrived to take action to avoid collision. Had the Otranto discharged the onus of proving that when she starboarded the time had arrived for her to take action either to avert collision or to avoid immediate danger? Having regard to all the circumstances and to the advice given by all the assessors, he agreed with the Judge's finding that the time had come when as a matter of good seamanship the master of the Otranto was justified in assuming that collision could not be averted by the action of the Kitano Maru alone, and, consequently, that he was not only entitled, but was bound, to take action and to exercise his judgment to avoid the threatened collision.

The Onus of Proof
There remained the question whether the Judge was right in condemning the Otranto, when the time for action had arrived, on the ground that her master exhibited a want of reasonable care and skill. The onus of proving that the action taken by the Otranto was negligent rested on the Kitano Maru. It was the latter's responsibility which had placed the

master of the Otranto in the difficult position of having to judge not only when to take action, but also what that action should be.

The master of the Otranto came to the conclusion that the moment had arrived when it was his duty to take action and he then gave the order "starboard 15," followed immediately by the order "hard-a-starboard," making one continuous helm action. At the same time he gave an order for two short blasts on the whistle. Up till then the Kitano Maru was keeping her course and speed and had shown no signs of keeping out of the way. The master of the Otranto decided that the best action he could take to aid in averting collision was to hard-a-starboard, with the object of passing under the stern of the Kitano Maru.

Good Seamanship
The Judge had agreed with the advice given by the Elder Brethren that to starboard in such a position could not be right. The assessors had advised the Court of Appeal that in the circumstances hard-a-starboard without decreasing speed was good seamanship. They were thus faced with opposite opinions expressed by the two sets of assessors.

The Judge had founded his judgment to a great extent on a rule which he called "the golden rule to take off way." He (the Lord Justice) did not think it was right for the Court to lay down a rule prescribing the particular action to be taken by the stand-on ship when she found herself in the predicament indicated. The master of the stand-on ship should be free to exercise his best judgment with regard to the appropriate action to be taken, and the only requirement was that the action should be such as might reasonably be taken by a competent navigator.

In all the circumstances he preferred the opinion of the assessors of the Court of Appeal to that of the assessors in the Court below. If there were any real doubt whether the action taken by the Otranto was negligent or not, the finding of the Court ought to be that the Kitano Maru had not discharged the onus of proof which rested on her and that, therefore, the whole loss fell on her.

The appeal would be allowed and the judgment varied by pronouncing that the collision was solely caused by the fault of the Kitano Maru.

Lord Justice Greer read a judgment agreeing with Lord Justice Lawrence in allowing the appeal.

FIRE ON SHIP

Laden With Wool for
Home

Melbourne, Yesterday.
The China Mutual Navigation Company's steamer Ningchow, laden with wool and a general cargo, but carrying no passengers, bound for England, is ashore in the vicinity of Cape Naturaliste, Western Australia.

A tug from Fremantle, equipped with fire-fighting apparatus, has gone to assist her.—Reuter.

Perth, Yesterday.
The Steamer Ningchow is proceeding to Bunbury. Her reserve bunker is on fire.—Reuter.

[The s.s. Ningchow, a British vessel of 9,025 tons, belongs to the China Mutual Steam Navigation Co. (A. Holt and Co., managers). Built at Glasgow in 1902, her port of registry is Liverpool.]

MOVEMENTS OF STEAMERS

The M.V. Romolo sailed from Singapore on February 26, and is expected here on March 3.

The s.s. Fiume-L sailed from Karachi on February 24, and is expected here on March 19.

The s.s. Venezia-L sailed from Massawah on February 28, and is expected here on April 2.

The P. & O. s.s. Macedonia left Shanghai for this port on February 25 at 3.30 p.m., and is due here on February 28 at about 6 a.m.

The M.V. Japanese Prince from New York sailed from Shanghai on February 27, and is expected to arrive here on March 1.

WARSHIPS IN PORT

British warships in port this morning were: In Basin of R.N. Dockyard, Tamar, Bridgewater, Sandwich, Tarantula.

North Arm: Siridar.
West Wall: Kent, Petersfield.
In Dock: Seraph, Herald, Iroquois.
No. 8 Buoy: Bruce.
No. 11 Buoy: Stormcloud.
No. 12 Buoy: Cleat.
No. 13 Buoy: Thracian.
Whampoa: Suffolk.
Foreign warships in port were: U.S. Gunboat Helani.
Japanese Training Ship Taisei Maru.
Portuguese Training Ship Vasco da Gama.
French Gunboat Vierge.

IMPROVED OUTLOOK FOR U.S. SHIPYARDS

OUTPUT INCREASED 22 PER
CENT IN 1929

MANY ORDERS IN HAND

The marked increase in the amount of tonnage built in the United States shipyards during 1929 as compared with the previous year is shown by returns compiled by Marine Engineering and Shipbuilding Age. Future prospects also are declared to be more encouraging than at any time since the end of the war. Plans and specifications for fifty-one passenger and cargo vessels for operation in foreign trade have been or are being prepared, it is stated.

The award of ocean mail contracts for the routes on which these vessels are to be operated, in accordance with the provisions of the Jones-White Act, is counted upon to facilitate the placing of orders for their construction. Plans also are being developed, it is added, for the construction of at least 120 other vessels for coastwise, inter-coastal, or harbour services.

During 1929, the returns show, 564 merchant vessels of all types were delivered, with a total of 284,226 gross tons. These figures were reported from fifty-four shipyards. Forty-eight of the yards reported 215 merchant vessels of 359,460 gross tons now under construction. The output in 1929 represents an increase of 22.3 per cent, as compared with that of 1928. The tonnage under construction shows an increase of 24.4 per cent, as compared with that on order at the end of 1928. Sixty-three yards were active during the year, as compared with forty-four in 1928, fifty-one in 1927, and forty-one in 1926. The forty-eight yards reporting orders on hand compare with thirty-three last year and forty-three two years ago.

Of the vessels delivered in the past year 27.1 per cent. were propelled by steam machinery, 15.7 per cent. consisted of motorships, and the remaining 57.2 per cent. were barges and other non-propelled craft. Of the vessels now under construction 67.3 per cent. are steamships, 21.8 per cent. are motorships, while barges and non-propelled craft represent 10.4 per cent. The Atlantic Coast and Gulf yards are handling 82 per cent. of the tonnage now under construction; the Great Lakes yards, 5.6 per cent.; the Western River yards, 5.8 per cent.; and the West Coast, 6.6 per cent.

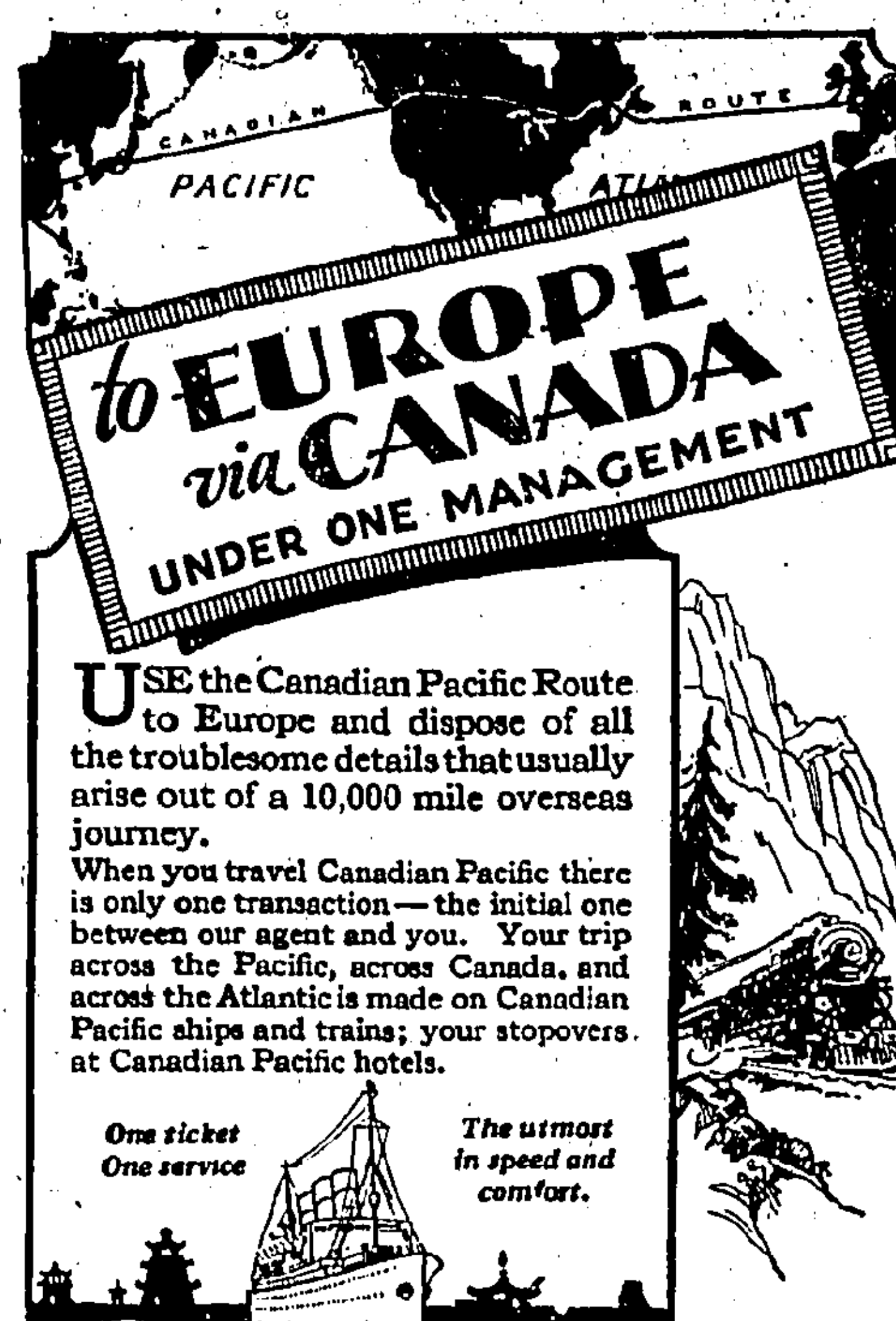
Contracts in Hand

Contracts for new construction placed during the year represent a wide variety of work, and exceed in magnitude the contracts on hand at any time since the war.

Among the outstanding vessels now under construction are two 18,500-ton liners for the Matson Navigation Co., and one 7,000-ton passenger ship for the New York and Porto Rico Steamship Co., being built by the Bethlehem Shipbuilding Corporation, at Quincy, Mass.

The Newport News Shipbuilding and Dry Dock Co. is constructing two 21,000-ton turbo-electric liners for the Dollar Steamship Co., and two 11,300-ton turbo-electric ships for the Ward Line.

Four 8,500-ton passenger vessels for the Export Steamship Corporation, and the 8,000-ton Grace line Santa Clara, are being built by the New York Shipbuilding and Dry Dock Co., Kearny, N.J., is building



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TUES. 4th MARCH

SUN. 9th TUES. 25th

FRI. 14th SUN. 30th

S.S. "TAI MING"

[640 tons—Capt. G. J. Spink.]

SUN. 2nd MARCH

FRI. 7th SUN. 23rd

WED. 12th FRI. 28th

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two 15,000-ton tankers for the Standard Shipping Co., while the Pusey and Jones Corporation, Wilmington, Del., in addition to a number of yachts, is building a small tanker for the Tide Water Oil Co.

In addition to the American South African liner City of New York, nearing completion at the yard of the Sun Shipbuilding and Dry Dock Co., Chester, Pa., that company is building eight 9,000-ton Diesel tankers, four for the Sun Oil Co., two for the Tide Water Oil Co., and two for the Standard Oil Co., of New York.

Other work includes two 8,200-ton Pittsburgh Steamship Co. vessels, being built, one at the Great Lakes Engineering Works,

River Rouge, Mich., and the other at the Toledo Shipbuilding Co., Toledo. The Manitowoc Shipbuilding Corporation, Manitowoc, has contracts for two 3,600-ton car ferries for the Pere Marquette Railroad Co., and one small tanker for the Standard Oil Co., of Indiana. Naval vessels under construction include twelve 10,000-ton scout cruisers, and two V-type fleet submarines.

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MACEDONIA	11,120	1030 1st Mar.	Marseilles & London.
KASHMIR	9,895	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	12th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,519	29th Mar.	Bombay, Marseilles & London.
RAJPUTANA	10,980	12th Apr.	Bombay, Marseilles & London.
*BELTANA	10,768	25th Apr.	Bombay, Marseilles & London.

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TALAMBA	9,018	22nd Mar.	Singapore, Penang & Calcutta.
TAKADA	9,049	25th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Apr.	Singapore, Penang & Calcutta.

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ST. ALBANS	4,500	4th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	2nd May	

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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
RAWALPINDI	16,519	28th Feb.	Shanghai, Kobe & Yokohama.
TAKADA	9,049	5th Mar.	Amoy, Moji, Kobe, Yama & Osaka.
ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	21st Mar.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,508	28th Mar.	Shanghai, Kobe & Yokohama.
SHIRAZ	7,841	31st Mar.	Amoy, Moji, Kobe & Osaka.
*BELTANA	10,768	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	8th Apr.	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Shipyard: Sham-Sui-po, Kowloon, Hong Kong. Tel. Kowloon No. 5.
Estimates furnished on application.
Hong Kong, April 1, 1931.

PIRACY SEQUEL.

Alleged Agents at
Magistracy

PROSECUTION CLOSED

The prosecution was closed be-
fore Mr. A. W. G. H. Grantham, yes-
terday afternoon, in the case in
which two Chinese are charged with
having acted as pirate agents in
negotiations for the ransom of a
Chinese engineer named Hsu, who
was captured by pirates after a suc-
cessful coupe on board the Japa-
nese s.s. Dell Maru in September last.

The last witnesses were Mr. R.
Kaneko, and Mr. K. Hashimoto, res-
pectively the chief and second
officers of the ship who spoke about
the piracy; Wong Chau, the boat-
swain and an Indian guard, who
both corroborated the officers' evi-
dence; and Tsai Yi, a Chinese de-
tective, who deposed to seeing the first
accused in room 89 of the Empress
Hotel on January 13. He "shadow-
ed" the man to the Bank of Can-
ton, and then across the harbour
to Yau-mai where he saw him enter
222, Reclamation Street, which
house was subsequently raided by
the Police.

Prior to the adjournment of the
case until Saturday, Mr. A. Covey,
for the defence, addressed his Wor-
ship as follows:—

"At the next hearing, I intend
to bring to your notice that no jury
would ever convict on the evidence
put before you. In addition I am
going to ask Your Worship that the
moneys now in the hands of the
Police shall be returned to the No.
1 and No. 2 accused to enable them
to continue their endeavours to get
Mr. Hsu released from his state of
captivity. I shall also point out
that they have really been doing
an honourable act with the best in-
tentions to get the man released,
but at the same time they expected
in return some compensation. Few
Chinese will work without some
compensation to themselves."

SHIP GOES DOWN

Rescue Work by the
British Navy

London, Yesterday.
The British battleship Nelson,
while proceeding to Malta yester-
day, rescued the master and all the
crew of the s.s. Foko, which sank
after an explosion in its holds.

The master and crew of the
Foko are being taken to Algiers
in the battleship Rodney.—British
Wireless Service.

PASSENGER LIST

DEPARTURES.

Pér M.S. Asama Maru" for San
Francisco on February 27.

Mr. H. H. Pressens, Miss V. C.
Cripps, Mr. W. R. Lemarchand, Mr.
Alex. Murray, Mr. Marcel Beglin,
Mr. V. M. Haimovitch, Mr. A. S.
Withers, Mrs. Sydney Boulton, Mr.
J. P. Koehler, Miss M. Leitao, Mr.
Harold Blachyden, Mr. and Mrs. H.
Tiefenbacher, Mrs. J. E. Nudham,
Mr. and Mrs. W. E. Tingle, Mr. W.
Bowling, Mr. R. V. Farrell, Mr.
A. W. Wilson, Mr. A. David, Mr.
W. W. Astor, Mr. J. E. Perkins, Mr.
and Mrs. C. Encarnacao, Mr. M.
Nohara, Mr. T. Kubodera, Mrs. E.
Levening, Miss W. Kelly, Mr. N.
Mayekawa, Mr. S. C. Row, Mr. M.
Yoshio, Comdr. E. Matsura, Mr.
T. Itoh, Mr. N. Mayekawa, Mr. E.
Namioka, Miss T. Matsunaga,
Miss E. Akawa, Mrs. Nishi, Mr.
K. Mura, Capt. S. Watanabe, Mr.
and Mrs. P. Castillo, Mr. and Mrs.
Kito, Mr. T. Black, Mr. C. B. Robert-
son, Mr. P. P. Shaw, Major F. B.
Binney, Mr. and Mrs. P. Rigant, Mr.
A. Webster, Miss M. J. Keith, Mr.
Norman Lamperd, Mrs. C. M.
Manners, Dr. Joseph F. Rock, Mr.
Alfred J. Rich, Mrs. Rose Rich
Livingston, Mr. H. L. Houghton,
Mr. P. A. H. Rohling, Mr. H. H.
Benson, Mr. E. R. Blackburn, Prof.
and Mrs. R. H. Compton, Mr. and
Mrs. M. S. Rice, Mr. Ralph Edw.
Jenney, Mr. Philip L. Gildred, Mr.
and Mrs. H. H. Snuggs, Master H.
H. Snuggs Jr., Mr. R. A. Cooper.

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1,350 LBS. PRESSURE

Another Advance in
Steam Generation

Just recently the Ford Motor
Company, River Rouge, Detroit,
placed an order for two steam
boilers, each of which will have a
maximum capacity of 700,000 lbs.
per hour, while—evidently more amaz-
ing—the pressure is to be no less than
1,350 lbs. per square inch, the steam
being superheated to 750 degs. F.
These can undoubtedly be regarded
as the most remarkable boilers in
the world, and there seems to be no
end to developments in steam gen-
eration practice, while it is not
necessary to emphasise the signifi-
cance for marine work.

At the present time the builders
of these boilers are constructing
three boilers of the "Double Ladd"
type, 600,000 lbs. normal evapora-
tion and 800,000 lbs. overload for
the Hall Gate Power Station in New
York. These will be operated with
pulverised fuel, but will only run
at 425 lbs. pressure and 705 deg. F.
superheat. There are, of course, a
considerable number of forged drum
boilers in operation from 500-1,500
lbs. per square inch pressure, while
it will be remembered that Inter-
national Combustion, Ltd., in Great
Britain, are supplying an installa-
tion eight forged drum steel boilers
for 800 lbs. per square inch pres-
sure, with normal evaporation of
260,000 lbs. of water per hour.

It is, however, a new and formid-
able proposition to construct boilers
of 700,000 lbs. evaporation per hour,
which will at the same time work
under such severe conditions as
1,350 lbs. per square inch pressure.

Water-Cooled Tube Walls

These new boilers for the Ford
Company are to be operated on the
latest pulverised fuel principles, the
burners being placed at the top
corners of the combustion chamber,
facing downwards tangentially to-
wards the centre, so as to give a
violent action of air and fuel within
the combustion chamber. Also the
latter will be constructed for all
four walls of water-cooled steel
tubes in series with the boiler,
while air-heating is to be included,
with the greater part of the hot air
passed through centrifugal pulver-
isers, the remainder of the air
apparently being added to the com-
bustion chamber and not passed
through the burners. Further de-
tails of this plant will be awaited
with the greatest interest, and it
understood also that there is to be
included a turbine of 110,000 k.w.
capacity, while the erection will be
commenced this year.

Undoubtedly, the Ford Company
are one of the foremost firms in the
world with regard to steam and
power generation, and in 1921, for
example, they first installed pulver-
ised fuel firing with boilers at that
time the largest in existence, while
they also adopted the most elaborate
and scientific methods for control of
the pulverised fuel firing from
panels having a single operator for
one boiler, with a series of switches
for operating the air, feed-water,
pulverised fuel, and blast furnace
gas, the whole of the latter being
utilised for steam generation.

To-day it is stated that the Ford
Company have nearly 500,000 square
feet of boiler heating surface oper-
ated with pulverised fuel firing,
while they now construct the whole
of their own steam turbines, and
have the most elaborate arrange-
ments for utilising to the full every
waste product in the shape of fuel,
not only blast furnace gas but also
coke oven gas, small coke and saw-

dust and wood refuse from the
wood-working shops, although only
a very small amount of wood is used
in making the Ford cars.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

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and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 22nd February, 1930.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
28th inst. will be subject to rent.

All claims against the vessel must
be presented to the Underwriter on or
before the 10th prox. or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined on the
28th inst. at 10 a.m., by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been effect-

ed. Bill of Lading will be countersigned

by

DODWELL & CO., LTD.,

Agents.

Hong Kong, February 22, 1930.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-
predicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations,
taken at the Kowloon tidal observa-
tory under the direction of Dr.
Dobereck during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

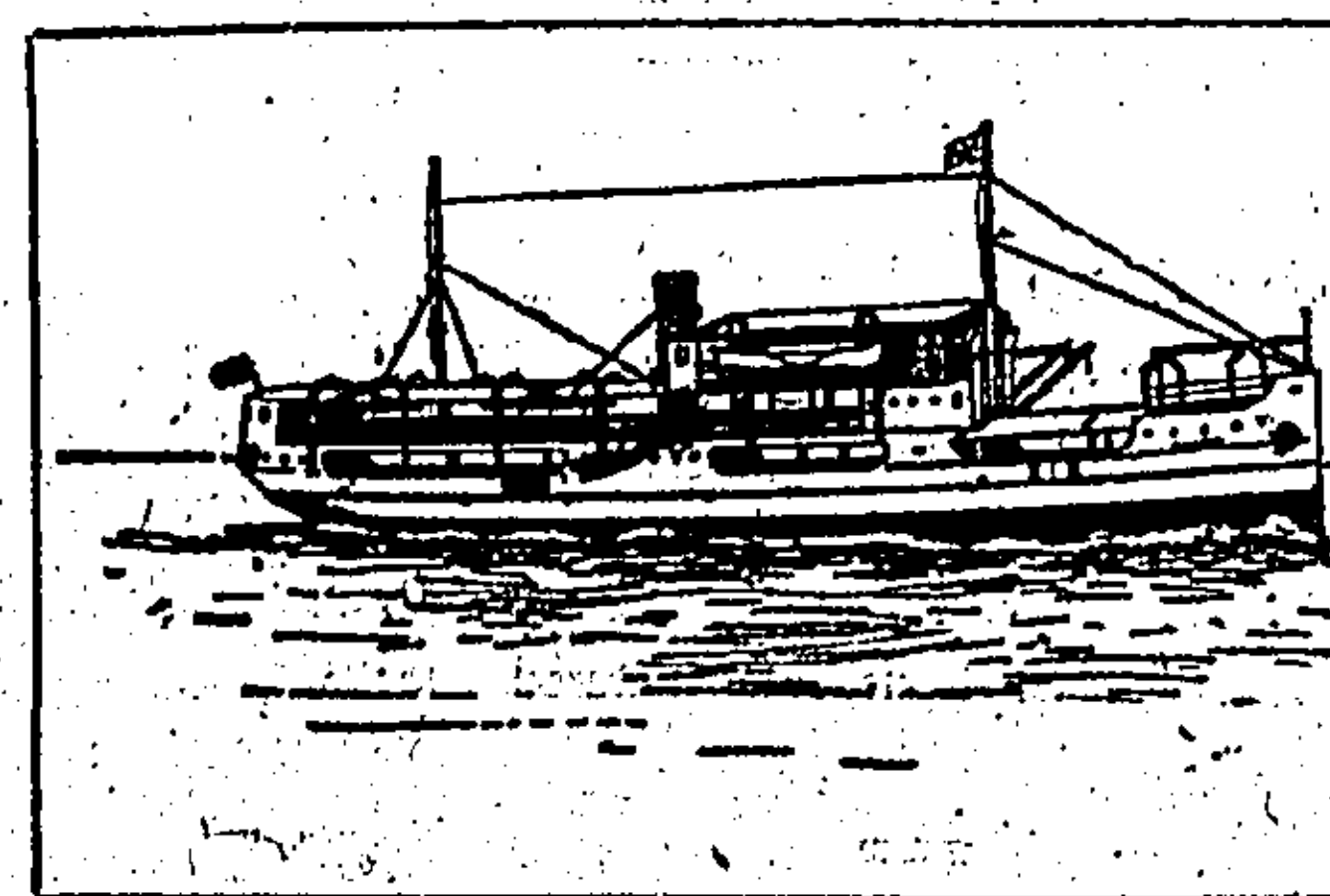
February 27 to March 5, 1930.

Date	High Water	Lower Water
Feb.	Standard Times	Standard Times
Thurs 27	10 10 41.1 m 3 33 0.9	8 53 4.1 m 4 43 2.3
Fri 28	10 10 32.4 m 3 43 0.8	9 38 7.1 m 4 38 2.9
Sat 29	10 10 41.4 m 3 43 0.9	10 7 7.9 m 4 38 2.7
Sun 30	10 10 54.9 m 3 47 1.1	10 41 4.9 m 4 37 2.4
Mon 31	10 11 14.1 m 3 44 1.5	11 16 6.1 m 4 34 1.3
Tues 1	10 11 41.4 m 3 43 0.9	11 57 6.8 m 4 34 1.3
Wed 2	10 12 14.1 m 3 44 1.5	12 4 6.8 m 4 34 1.3

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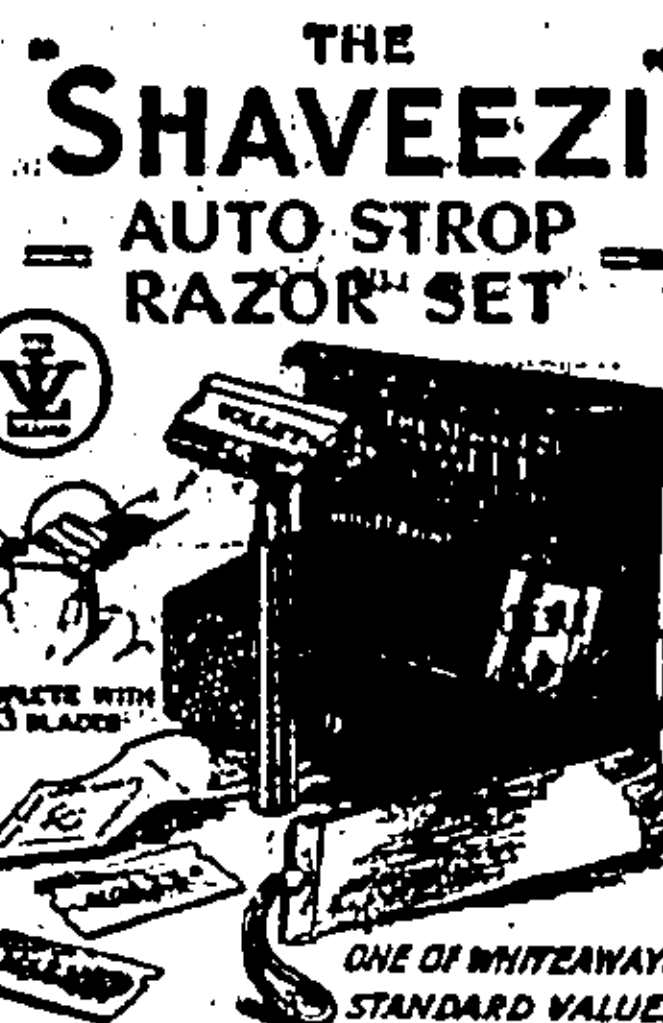
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A facsimile of the very popular razor that was formerly sold at one Guinea a set.

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[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

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Mr. & Mrs. H. H. SNUGGS & SON, Hardeeville, So. Car., U.S.A.

P. P. C.

Hong Kong, Thursday, Feb. 27, 1930.

IMPORTED SLANG

The invasions of Hong Kong by American tourists can have small influence on the speech of our residents, if only because we may seldom have the opportunity of meeting these visitors on their fleeting tours, or because the average type of United States citizen who passes through the Colony is both wealthy and educated, and speaks more or less understandable English.

We have noticed a few instances where the employees of shops and business houses who come into contact with Americans affect the twang and the peculiar idioms of the New World. As with all vices, there is something fascinating about American slang, and one can easily understand why not very serious Chinese and other youths favour such expressions as "hot dog" and "how" and other meaningless phrases.

The danger, however, does not come from the tourist, but from the talking film, which is an instrument of tremendous influence, able to make or mar the speech of young English-speaking peoples. In point of fact, it is to be feared that words now speak louder than deeds. An American article in the "New York Times" of last week, in which the author, a member of the House of Representatives, has been quoted as saying that the danger has been passed, and that the

only the other day Sir Alfred Knox, M.P., asked Mr. William Graham, the President of the Board of Trade, to protect the English language by limiting the import of American talking films and encouraging the production of British films. The protest is timely. The standardised speech of the American talk-films suffers not only from an irritating accent, but also from a poverty of phrases. The British, once the lords of language, may become, like the Americans, the slaves of slang.

The British attendants at the popular West End picture houses already talk only the language of the screen. "Says you" "Says me" the catch phrases of talking films, are now the "smart" sayings of suburban London, and Hong Kong seems doomed to a similar fate, unless the policy is changed. A girl in a crook film is either a "skirt" or a "sweetie," if she is not a "goll" or a "Jane," and philandering elderly men, bald enough to know better, are all "sugar daddies."

Our youths and girls are saying: "It sets me back," when they mean "It cost me." The silly exclamation "And how!" has gripped the standardised mind of the United States. We do not know what it means, but it is a popular cousin of "Apple sauce." "Let's go places and do things" is another linguistic "reach-me-down" worn by young America, and now being repeated wherever talking films are shown.

Words without music kill romance, and many of us must have lost our shadow loves—Miss Mary Pickford and Miss Clara Bow—when we heard them speak with the metallic scream of grinding steel. The English language is the common heritage of the American people and ourselves, and so we can understand most of what Hollywood's film stars say to us in the talking films. But we do not speak the language in quite the same way, preserving, so far little modified, our native accents and idioms, and even our peculiarly English method of articulation. But ears upon which the clipped and rather harsh speech of American heroes and heroines has repeatedly impinged are not the best guardians of our tongue. The request, therefore, of Sir Alfred Knox to the President of the Board of Trade, that steps be taken to preserve the English language from the assaults delivered upon it by the talking films, should command general sympathy, and the hope that any action taken by the Home Government will be followed by the Government of Hong Kong.

News in Brief

A Chinese contractor was fined \$50 at the Kowloon Magistracy on charges of blasting during prohibited hours and the unlawful possession of gunpowder. Three coolies were discharged, as the contractor accepted all responsibility.

An application for the destruction of a quantity of obscene photographs and pictures, found concealed in the cook house in an unnumbered house in New Street, was made at the Kowloon Magistracy this morning by Detective-Sergeant Fowle. The application was granted.

The forthcoming weddings are announced by Lieut. Christopher John Wood, R.N., of H.M.S. Iroquois, to Miss Kate Mona Enid Hallaran, residing at St. George's Hotel, Kennedy Road; and Mr. James Campbell, engineer, Messrs. Butterfield & Swire, to Miss Laura Woolnough Dransfield, of 11, Quarry Point, Quarry Bay.

One man and four women appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning charged with trespassing in a Government Plantation in Tai Po Road. The man was fined \$25 or three weeks' jail in default, while the women were each fined \$10 or two weeks' hard labour.

CARDINAL DEAD

Brother of Chamberlain to King of Spain

Rome, Yesterday. The death has occurred of Cardinal Raphael Merry Del Val, Pontifical Secretary of State from 1903-4, following an operation.—Reuter. [Cardinal Merry Del Val, who was 65, was a brother of the Marquis de Merry Del Val, Chamberlain to the King of Spain. Deceased was formerly Archbishop of Nicaea and Papal Envoy at King Edward's Coronation. He was educated at Slough, and Ushaw College, Durham.]

SOVIET HONOUR

Chinese Still Held at Vladivostok

Nanking, Yesterday. In spite of the Harbinovsk Agreement under which Soviet prisoners detained as a result of Chinese Eastern Railway incident, have been entirely released, the German foreign office is being requested to protest against Soviet breach of faith.—Canton, News Agency.

KILLED IN SLEEP

Fate of Lieutenant in India

New Delhi, Yesterday. Lieutenant Hawkes, of the Royal Engineers, was murdered while sleeping in his bungalow at Landikotal. The assassins, who are believed to have been robbers, escaped.—Reuter.

MEN, WOMEN, AND AFFAIRS

The Applause Fetish: French Love Of Shellfish: Lady Traveller's Will: Sweeping Out Socialism

Why Do We Clap?

LEOPOLD Stokowski, director of the Philadelphia Orchestra, has asked his audience to desist from applause. "Beating the hands together has no real meaning," he said during a recent concert when a ripple of hand-clapping came at the end of the third movement of a Tchaikovsky symphony. "I do not know where it originated but probably back in some dark forest in prehistoric days when strange creatures made such sounds to show their amusement and interest." Whether Mr. Stokowski's appeal was successful we do not know, but it is most improbable that it was. The impulse to make a loud and unpleasant noise, presumably expressive of enthusiasm and gratitude, seems to be irremediable. Some day we may reach a stage of musical appreciation at which audiences will prefer to sit in silence until the concert is over, and express their thanks in the usual manner at the end of it. But such a procedure would disconcert all but the greatest musicians, and possibly even they are inspired by a responsive audience. The beating of the hands together in this staccato manner, together with the ugliness and stiffness of the Theatre Royal, which is a lot of Hong Kong people prefer to listen to music on their own verandahs.

The Parisian and Shellfish

ALTHOUGH the fishmongers' shops in Paris could almost be counted on the fingers of one hand, the Parisian is very fond of shellfish, and in the street, at the door of many a restaurant or cafe, is a little oyster bar, which not only serves the customers of the establishments, but delivers the oysters, all ready opened, on a dish to residents in the neighbourhood. To call it an oyster bar is, indeed, not always accurate, for often it also supplies lobsters and large sea crayfish—which come from Cornwall, but are neglected by the English—and prawns and mussels, and periwinkles and sea urchins, which look like tiny hedge-hogs, and of course, snails, which are a land-side-line. Oysters are its main fare, however. There are many varieties of them, and the cheapest cost much less than any that can be bought in England. Until now it has been difficult to find anyone in Paris who is afraid of oyster poisoning, but recently there has been a scare, and in the Chamber there was a debate on the question. The oyster growers declare that if there has been poisoning it has probably been by mussels, which are very dangerous if they have been washed in fresh water and are not eaten immediately after wards. The oyster pickers say that oysters are the criminals, and that about the cleanliness of oyster beds these regulations are not always observed.

Lady Wilson's Estate

LADY Sarah Isabel Augusta Wilson, of Bruton Street, Mayfair, well known as a traveller and writer, and for some time a well-known correspondent during the South African

War, and a Lady of Grace of St. John of Jerusalem, daughter of the seventh Duke of Marlborough, widow of Lieut.-Colonel Gordon Chesney Wilson, Royal Horse Guards and aunt of Mr. Winston Churchill, M.P., left an estate of £25,766, with net personally \$4,794.

Mr. Abraham Harris Benson, of Abercorn Place, St. John's, Wood, N.W., formerly of Elgin Mansions, E.W., described in his will as a "mercantile trader," left an estate of the gross value of £88,016, with net personally £79,370. He left all his property absolutely to his widow, Mrs. Beatrice Benson.

The First M.P.

FOR many years it was always Sir J.P. Park Goff, who was the first M.P. to arrive at the House of Commons to claim a seat at the opening of a session. That distinction recently fell to Major H. L. Nathan, Liberal M.P. for North-East Bethnal Green. Major Nathan has had a harder task than this, however. One was when he set out to "sweep Socialism out of Bethnal Green," altogether. He did not entirely succeed, but his measure of success was considerable, for both that district's M.P.s are Liberals. He is a very popular in this part of London, for personal as well as special reasons, and has done much for the youth in a poverty-stricken neighbourhood, by running a "lad's club" as well as devoting much time to the Jewish Athletic Association. Only a few weeks ago he made a vigorous reply to what he termed "Socialist Impudence," i.e., Mr. Herbert Morrison's plea that Liberals should endeavour to keep Labour in office. "I should," he said, "are not the camp-followers of the Socialists."

Ten Years Ago

[From the "China Mail" February 27, 1920.]

To-day's dollar is worth 5/- 8/4d.

To-day's Reflection:—Summing up and striking a balance we may now say that "the war to end war" was a failure, that the League of Nations is dead (infantile paralysis), that the Anglo-Franco-American alliance is a "scrap of paper," that civilisation has amputated its own legs in order to escape the discomfort of tight boots, and that there is nothing left now for the philosopher but to eat, drink and be as merry as he can—for to-morrow the Bolsheviks will rob him and murder him. Nero's fiddle, at the Roman conflagration was perhaps not such an incongruity as we have thought.

CRIME IN KOWLOON

Four Months for One Piece of Wood

STRUGGLE WITH WATCHMEN

At the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith a Chinese youth was ordered to receive eight strokes of the cane for trespassing on the Whitefield Barracks' revolver range.

Banished in 1927 for five years, for opium offences, a Chinese, who returned, was sent to jail for eight months.

Though the larceny was a small one—the theft of one piece of wood—a Chinese who had consecutive terms of prison in November and December last year for stealing, was sentenced to four months' jail with hard labour.

After stealing a piece of wood, a Chinese had a struggle with some district watchmen, during which he received a cut in the leg. According to Inspector Elston, the thief was seen to enlarge the cut with his fingers, when a watchman came up to him. The man was sent to the Kowloon Hospital where it was found that he was also suffering from pneumonia. This case was remanded to Monday.

ALLEGED TRICK

Female and "Arranged" Marriage

FARMER'S COMPLAINT

An alleged case of "flying the white pigeon" came before Mr. Whyte-Smith at the Kowloon Magistracy this morning when a Chinese married woman named Chak Sze was charged as follows:—

For that you Chak Sze alias Chak Man unlawfully did defraud the complainant of the sum of \$110 on January 26, 1930, by means of a trick; to wit, did arrange a marriage between one Wing Loi son of the complainant and a female Wong Ling, knowing that the female had no intention of remaining as the man's wife, thereby committing an offence commonly known as "Flying the white Pigeon."

The complainant is a Ping Shan District farmer of the New Territories.

The case was remanded for 48 hours, for the Police to make further enquiries.

KIDNAPPED GENERAL

Bolshevist Beauty Believed Responsible

RECENT WEALTH

Questioned By French Secret Service

WORK OF O.G.P.U.

Mystery as baffling as that which for years enwrapped the circumstances of the murder of the notorious monk Rasputin, the evil genius of the late Czarina, still clouds the disappearance of the anti-Bolshevist General Koutepoff.

General Koutepoff, a Russian hero of the Russo-Japanese and of the Great War, succeeded the Grand Duke Nicholas as leader of the Russian emigres and head of the anti-Soviet movement outside Russia.

VANISHED AFTER CHURCH

As reported in the *China Mail*, General Koutepoff recently attended divine service at the Russian Church in Paris and then left for his home in the Latin Quarter. He went out again a few minutes later to go to a Russian ex-officers' club—and from that moment vanished.

After a week's patient search, during which no fewer than 80 different clues have been followed up, the whereabouts of the general remain utterly unknown.

OGPU AGENTS

An attendant at a nursing home states that he saw General Koutepoff enter a waiting motor-car in company with two unknown men and a uniformed policeman. No policeman was on duty at that point in the town, and the assumption is that the uniformed man was an agent of the OGPU in disguise.

The French detective force ascertained subsequently that the missing general had been in touch with a beautiful woman well-known in Bolshevist circles in Paris. This woman, a fascinating blonde, whose name is given as Ludmilla Ivanovna Tchoban Pobedonotzeff, was interrogated by M. Perrier, the head of the secret service, at the Prefecture of Police.

The woman's part in General Koutepoff's disappearance is occupying the attention of the police, but the information concerning her is that she is a German married to a Russian employed at a motor-car works in a Paris suburb. Previously in what appeared to be strained circumstances, Ludmilla has shown during the past few weeks unusual signs of wealth—to explain which she has told her few acquaintances of an alleged inheritance from an uncle in Berlin.

She has made frequent journeys at the same time to Germany, where it is stated that she has met a Russian woman whose husband is chief of the OGPU flying squad in Berlin.

The police are therefore seeking to determine whether Ludmilla is the woman in a beige mantle who is reported to have been seen talking to General Koutepoff not far from the spot where he apparently entered the taxi cab with his kidnapper.

The newspaper published in Paris for Russian refugees, called the *Renaissance*, has offered a reward of £800 if the person who telephoned to the newspaper office last Sunday to say that General Koutepoff had been kidnapped will come forward with evidence to show who kidnapped him.

A SERIOUS CRISIS

Riga, Latvia.—The Moscow newspapers strongly deny that any foreign detachments of the OGPU (the Soviet Secret Service) are concerned in the disappearance in Paris of General Koutepoff. Anxiety is expressed at the same time with regard to the demands in the French newspapers that a police search should be made of the Soviet Embassy.

The Soviet Government's diplomatic relations with France, according to *Izvestiya*, have reached a serious crisis, and France is threatened with a trade boycott should she listen to the pleas of the White Russians and search the Soviet's Paris premises.

The kidnapping experts Kidnapping is much in favour with the Red Secret Service in dealing with "disloyal" Russians.

BUS PASSENGERS

Taking Law Into Own Hands

That passengers who struck bus conductors, because they did not stop at a particular stopping place, were taking the law into their own hands was the observation made by Mr. T. S. Whyte-Smith at the Kowloon Magistrate's court this morning when he fined T. D. Kamato and S. Yamamachi, both of the Chinese Yoko Co., \$5 each for assaulting Mr. Xing, a bus conductor employed by the Kai Tak Bus Co., Ltd.

THE BEGGAR FOLK OF CALCUTTA

PHYSICAL DEFORMITIES A DESIRABLE ASSET

SYNDICATED INDUSTRY

On an evening's walk down Chowringhee—Calcutta's best and one of the world's finest streets—you may see, if you look for them, a few ugly and sinister things as well as a very fair share of all things bright and beautiful; but there is one that may test your nerves—unless time and experience have fossilised them—a little more than all the rest do. It is the sight of an apparently cheerful, half-naked tiny boy squatting in the middle of the pavement, bent double over his twisted knees, saluting passers-by with a feeble arm whose elbow rests on the ground. In the cool of nightfall he wears a dirty piece of cloth round his neck. It hangs no lower because where the small of his back should be there is a horrible, huge hump, and if the hump were covered his market value in the trade of beggary would be seriously depreciated. At the apex of the hump there is the sign of an old sore, suggesting that at some time or other the point of the hump has been cut off rather clumsily.

The boy belongs to one of Calcutta's largest commercial communities.—At the census of 1921 it consisted of 26,926 persons describing themselves as beggars and prostitutes, 12,366 people claiming to be procurers and prostitutes, 14,560 simple beggars, and an uncertain proportion of the 708,513 people whose occupations were "insufficiently described." The numbers of the first two sections can be accounted for, of course, by the well-known influence of demand upon supply; and they do not include the taxi-drivers and ghariwallahs (cabmen) who take an active interest in the business. But the undiluted trade of beggary, in which the diminutive hunchback has a diminutive stake, is less simple and quite as vicious as that, and is not as plain and straightforward as it seems.

Controlled by a Syndicate.—Those who have troubled to explore its ramifications will tell you that almost the whole trade in Calcutta is organised and controlled by a syndicate, powerful and elusive, which "makes a very good thing" out of it. Adults they engage as beggars in the ordinary relationship of principal and agent or employer and employed, but the children, as a rule, are begged, borrowed, hired, bought, or perhaps stolen from their parents. Their various "beats" are allotted to them; you can sometimes see them being escorted thither by men who may be members or servants of the syndicate. If they are cripples, so much the better; the more serious the deformity the greater the profit. You will remember that W. H. Davis was envied for his wooden leg by the tramps in American workhouses. But sometimes the Calcutta beggar's deformity is less certainly due to mischance than Mr. Davies's one-leggedness is. One still hears tales, talk which cannot altogether be discounted, of things most horrible done in some parts of India.

Occasionally some well-meaning person or organisation will try to rescue a beggar boy from the streets or a girl from a brothel, and lodge them in a good home. The case will be taken into court by a man who (for all one knows) may be in the syndicate or financed by it for the purpose, and he will claim that the boy is his son never to be parted from him, or that the girl has reached the so-called age of consent. In two such cases lately these claims were satisfactorily disproved; but the luck is often on the other side. The little hunchback, as a matter of fact, refused the offer of help, but whether because he was content or because he was terrorised it is impossible to know.

Prudence, timidity, apathy, or the very difficulty of the problem—it is hard to say which—has hitherto restrained the authorities from any serious efforts to get to the root of the matter, or to dig it up and destroy it if they have ever found it. But it is a good opportunity for the Calcutta Corporation, a preponderantly Indian body, to show what Indian administration can do, and it is a pity that they don't make determined use of it.

NEW SUGAR EXCHANGE

By the way, yesterday the new sugar exchange was officially opened at Liverpool by the Lord Mayor, to-day British Wireless Service.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions.
To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.
To-day—Tea Dance at Peninsula Hotel, 5 p.m.
To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.
March 7—S.P.C.A. Ball, Peninsula Hotel, 8 p.m.
March 8—Old Bedfordian Dinner, Hong Kong Club 8 p.m.

Entertainments.
To-day—Queen's Theatre, "Wonder of Women."
To-day—Star Theatre, "Glorious Betsy."
To-day—World Theatre, "Black Diamond Express."
To-day—Majestic Theatre, "The Gorilla."
To-morrow—English Singers' concert at City Hall, 9.15 p.m.

Sports.
See Special Sports Diary on page 9.
Lammerts' Auction.
To-morrow—At 28, Armadillo Building, Kowloon, household furniture, 11 a.m.

Home Mails.
To-day—Inward from Europe via Suez (Rawalpindi).
To-morrow—Inward from Europe via Siberia (Macedonia); Outward for Europe via Marseilles (Macedonia), 10.30 a.m.

Meetings.
To-morrow—Kowloon Residents Association St. Andrew's Church Hall, 6 p.m.
March 3—Benevolent Society, annual meeting, Cheer O Canteen, 11.15 a.m.
March 10—Union Waterboat Co. meeting of shareholders, Dodwell & Co.'s office, 11 a.m.

March 12—Hong Kong Electric Co. shareholders' meeting, 11 a.m.
March 13—Forty-third annual meeting of H. K. & W. Wh. & Godown Co., Ltd., Messrs Jardine Matheson's offices, noon.
March 14—Thirty-fourth meeting of the Dairy Farm Ice & Cold Storage Co., Ltd., 2, Lower Albert Rd., 11 a.m.

March 18—Annual meeting of Hong Kong Tramways Ltd., Messrs. Jardine Matheson's offices, noon.
March 19—Green Island Cement Co. shareholders' meeting, noon.

Miscellaneous.
To-day—Lecture, "Some Remarkable Inventions," by Professor C. A. Middleton Smith, Room "K," University, 8.45 p.m.
March 5—Distribution of prizes by H.E. the Officer Administering the Government at King's College.
March 6—Annual Show of Flowers and Vegetables, City Hall.
March 11—Volunteers' full dress practice parade, Murray Parade Ground, 5.30 p.m.
March 13—Volunteers' annual inspection, Murray parade ground, 5.25 p.m.

RADIO

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 555 metres:—

5-7 p.m.—European Programme of Victor Records.
7-8 p.m.—Experimental Programme.
8 p.m.—Chinese Programme.
10.30 p.m.—Close Down.

WHOSE TROUSERS?

Rather hard on people if they always have to find the shop where they bought their things from.
So said Mr. T. S. Whyte-Smith at the Kowloon Magistrate's court this morning to an unemployed Chinese who was discharged on a charge of the unlawful possession of a pair of trousers, suspected of being stolen.
The defendant stated that he had bought them last year and that he was carrying them in the pawnshop to pawn for some money when the police caught him.

The Government of Iraq, a country which draws the bulk of its imports from Great Britain and India, has introduced substantial tariff increases on tobacco, beer, groceries, silk, and artificial silk.
Commodore William Marshall, commander of the White Star liner *Malindi*, has been appointed commodore of the White Star Line Fleet.

NEW ADVERTISEMENTS.

UNIVERSITY ANNUAL SPORTS.

THE ENTRANCE FEE for Relay Race Open to Colony is \$10. Entry CLOSING before noon, March 8.

(Sd.) A. A. AZIZ, Hon. Secretary, Sports Sub-Committee, Hong Kong, 27th Feb., 1930.

ROUND THE CINEMAS

"The Wonder of Women" at Queen's Theatre

A GRIPPING DRAMA

Men, although too conceited to acknowledge the fact, know deep down in their hearts that a woman's influence, either for good or for bad, plays an important role in their lives. An intense interpretation of this influence is to be found in "The Wonder of Women," which is being screened at the Queen's Theatre to-day.

In this semi-talkie Stephen Tromholt, a composer of fame, encouraged by his numerous admirers of the opposite sex, has learned all the arts of philandering to a nicety. Leading a Bohemian life, he is constantly surrounded by a large number of over-painted women whose pouting lips freely bestow kisses, their arms always opened to embrace and caress.

Against these weapons of allurements—weapons by no means impotent, for over Cleopatra used them successfully to captivate Anthony—Brigitte, a widow with three children, fought and won—but was her victory decisive? Alas, poor Brigitte lives to find out that her orthodox wifely solicitude for her husband is no defence against the onslaught of worldly women. How Tromholt again succumbs to the charm and gaiety of his former life and how eventually he is won back to hearth and home go to give an intense and gripping interpretation of a woman's influence.

In this picture one has to agree with Douglas Fairbanks who told us that the best talkie is one that can work in the least percentage of talk. A 100 per cent. talkie, according to Fairbanks, will ruin the picture.

There is a lot of truth in what this star has said. The "Wonder of Women" has just the right percentage of talk. It is not overdone, and the few captions at the beginning enable the audience to get a firm grip of the drama, and when the players give voice to their feelings, the audience is treated to a dialogue entirely unlike what they have heard before.

The Hong Kong Derby run on Tuesday is also vividly shown on the screen.

"THE GORILLA"
Comedy is supposed to be closely akin to tragedy. The greatest comedians and critics say the best comedy is that which is mingled with pathos. If this is true, Charlie Murray who is featured in "The Gorilla" has all the laughs coming to him.

"The Gorilla" is the hilarious and hysterical mystery comedy which will be shown at the Majestic Theatre, Kowloon, to-day, in which Charlie Murray and Fred Kelsey combine to form a new screen team.

And one must not forget the gorilla himself. This is where Charlie Murray and his pathos and comedy come in. It is comedy for the audience to see him playing around cliffs, house-tops, collars, etc., with a nine-foot, four hundred pound ape-man, but, as for Murray, let the pathos speak for itself. Just place yourself in the same predicament and imagine the fun.

"The Gorilla" is an adaptation of Ralph Spence's stage play of the same name, and combines all the elements of fun and chills that made the legitimate version so popular in Broadway. The motion picture is a combination of the weirdest, spookiest mystery and the greatest comedy imaginable.

Murray and Kelsey have the roles of the two dumb detectives, Mulligan and Garvey, whose greatest problem is to keep together. The remainder of the cast includes Alice Day, Tully Marshall, Claude Gillingwater, Walter Pidgeon, Gaston Glass, Aggie Herring, and Syd Crossly.

Mr. Tyndale, for the petitioner, said she was interested in the will of a nephew who died intestate in 1923 leaving more than \$7,000. If she succeeded in the petition she would take one-ninth of the estate.

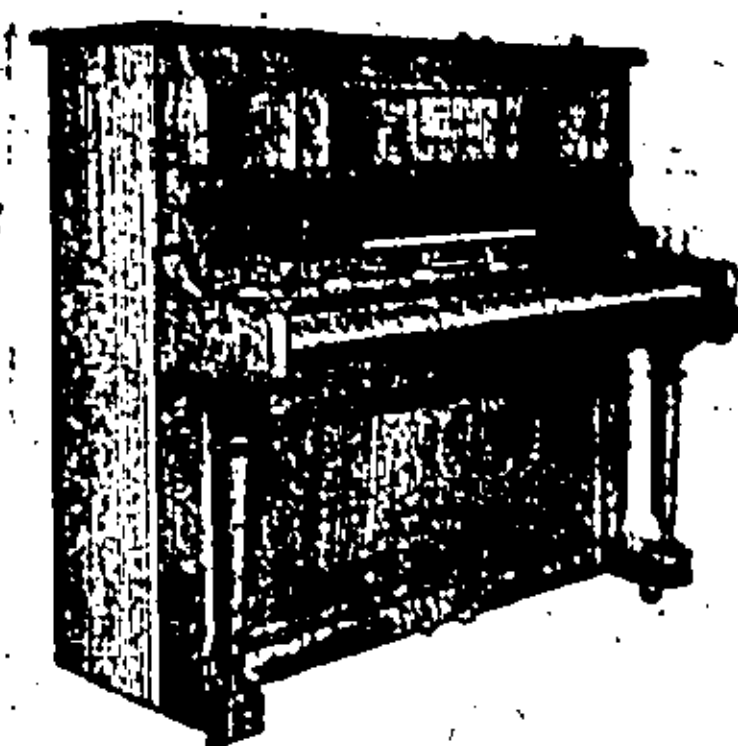
Lieut. G. M. Kimmont, of the Scots Guards, produced the records of the petitioner's father, going back to 1899, when he enlisted at Perth.

Mr. Justice Hill decided that when the petitioner's parents married her father's domicile was still Scottish, but by Scots law subsequent marriage of the parents legitimised children, and he granted her petition.

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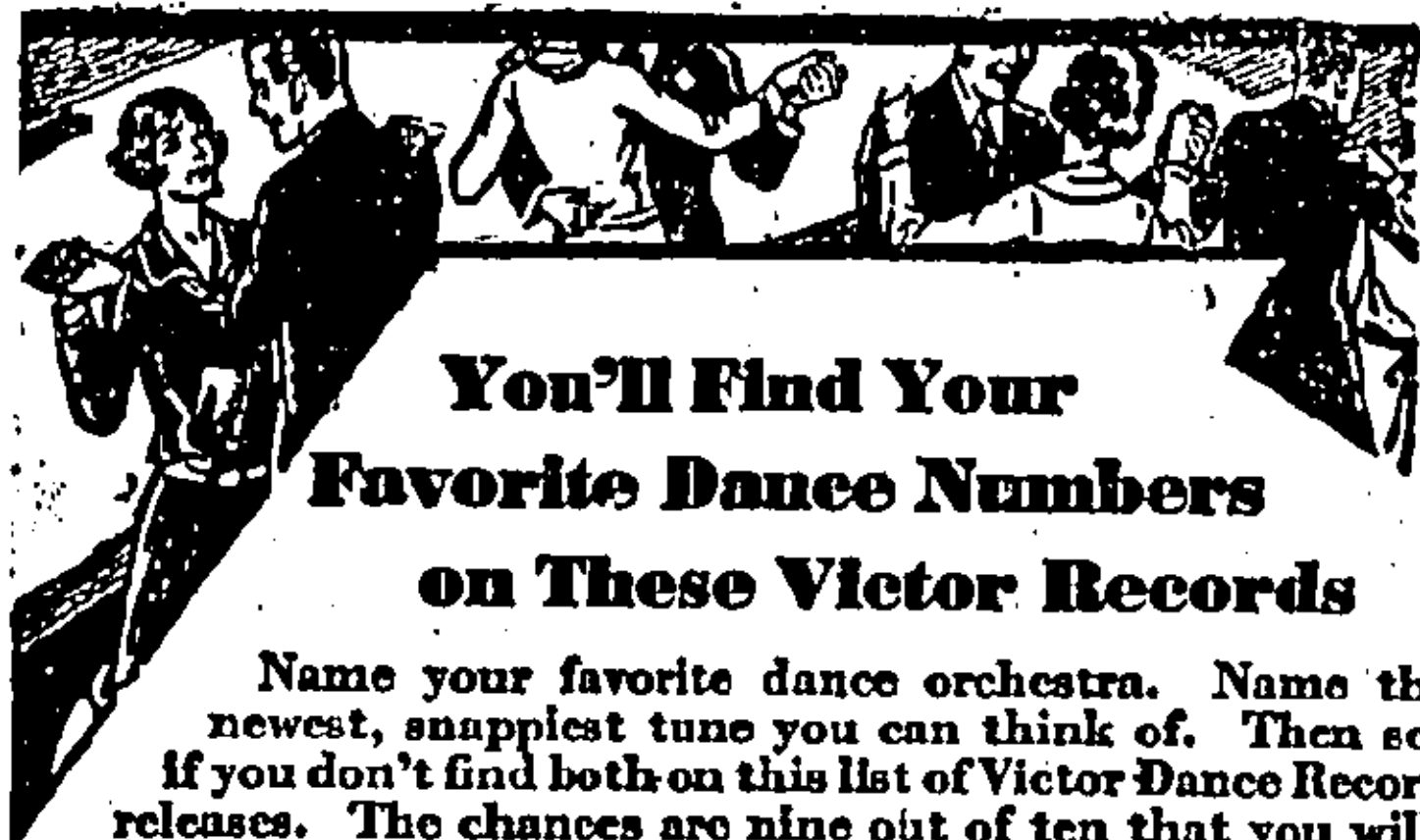
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if you don't find both on this list of Victor Dance Record
releases. The chances are nine out of ten that you will.
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Victor orchestras. And there's seldom a good, hot, catchy
tune that slips unnoticed by the Victor Recording Labora-
tories. Just read this list through... more than three
dozen of the smoothest dance numbers in current circulation!
Look over the catalog of orchestras... is there a better line-
up of star performers anywhere? Get next to these new dance
records! Come around to our store and ask us to play them
for you on the Radio Electrola. We'll be glad to serve you.

- Sally—Fox Trot
If I'm Dreaming—Waltz (Don't Wake Me Too Soon)
WYNE KING AND HIS ORCHESTRA
No. 22240, 10-inch
- The Man from the South—Fox Trot TED WEEMS AND
HARMONICA HARRY—Fox Trot HIS ORCHESTRA
No. 22233, 10-inch
- My Love Parade—Fox Trot
Nobody's Using It Now—Fox Trot THE HIGH HATTERS
No. 22232, 10-inch
- My Fate Is in Your Hands—Fox Trot
Melancholy—Fox Trot HORACE HENDY AND HIS CALIFORNIANS
No. 22222, 10-inch
- Lucky Me—Loveable You—Fox Trot LEO REISMAN
Happy Days Are Here Again—Fox Trot AND HIS ORCHESTRA
No. 22221, 10-inch
- I'm Following You!—Fox Trot
Hoosier Hop—Fox Trot THE HIGH HATTERS
No. 22218, 10-inch
- What Do I Care—Fox Trot (from Harry Carroll's Revue)
South Sea Rose—Fox Trot GEORGE OLSEN AND HIS MUSIC
No. 22215, 10-inch
- Sitting By the Window—Fox Trot
A Night of Happiness—Fox Trot JACKIE TAYLOR'S ORCHESTRA
No. 22217, 10-inch
- Lady Luck—Fox Trot JOHNNY HAMPSON'S KENTUCKY SERENADERS
Single in the Bath—Fox Trot THE HIGH HATTERS
No. 22219, 10-inch
- Charming—Fox Trot LEO REISMAN
Shepherd's Serenade—Waltz AND HIS ORCHESTRA
No. 22233, 10-inch
- All That I'm Asking Is Sympathy—Waltz
To Be Forgotten—Waltz TED WEEMS AND HIS ORCHESTRA
No. 22236, 10-inch
- Dream Lover—Waltz NAT SHILKREY AND
Lonesome Little Doll—Fox Trot THE VICTOR ORCHESTRA
No. 22241, 10-inch
- You Do Something to Me—Fox Trot LEO REISMAN
You've Got That Thing—Fox Trot AND HIS ORCHESTRA
No. 22244, 10-inch
- I'll See You Again—Waltz
If Love Were All—Fox Trot LEO REISMAN AND HIS ORCHESTRA
No. 22246, 10-inch
- Look for the Silver Lining—Fox Trot
Wild Rose—Fox Trot THE HIGH HATTERS
No. 22250, 10-inch
- Romance—Waltz
After a Million Dreams—Fox Trot OLSEN AND HIS MUSIC
No. 22243, 10-inch
- I Love You, Believe Me, I Love You—Fox Trot
If You Were the Only Girl—Waltz RUDY VALLER AND
No. 22247, 10-inch HIS CONNECTICUT YANKEES
- Tap Dance Medley
By Heck—Tap Dance VICTOR NOVELTY ORCHESTRA
No. 22223, 10-inch
- Sweet Nothings of Love—Fox Trot
Duke of Ka-Ki-Aki—Fox Trot GEORGE OLSEN AND HIS MUSIC
No. 22251, 10-inch THE HIGH HATTERS

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SPRING ARRIVES!

Heat Prostration in
America

CANADIAN FLOODS

New York, Yesterday.
Spring has arrived with a vengeance. The temperature at New York yesterday was 73 degrees, a record. Temperatures in the south are even higher.
A case of heat prostration is reported at Washington.
Would-be spectators of the Scott-Sharkey fight are finding Palm Beach, Florida, almost uncomfortably warm.
A Toronto message says that unusually early spring freshets have led to floods in Western Ontario, and considerable damage.
Several towns in the Hamilton district are flooded. Two children were drowned at Brownings, also two men supposed to be bootleggers, while attempting to cross the Detroit River.—Reuter's American Service.

SIR A. FRIPP

Death of Founder of
Frothblowers

London, Yesterday.
The death has occurred of Sir Alfred Fripp, who has been prominent in connection with the "Frothblowers" movement.—Reuter.

[The late Sir Alfred Fripp, who was made a K.C.V.O. in 1906, and was Surgeon in Ordinary to the King, was born in 1865, and his career has been a remarkable one. He was founder of the organisation which, by the institution of the "Frothblowers," combined fraternity (and beer) with subscriptions to charity.

It was in August, 1925, that Guy's famous hospital lost its familiar and honoured figure, as well as a brilliant personality, in Sir Alfred Fripp's retirement. He was one of the Big Four in West End surgery and had many eminent patients, but though a popular Society habitué had many more poor ones in the slums round Bankside, where the hospital radiates its splendid public services. Sir Alfred possessed in marked degree that genial, easy bonhomie that so often characterises the great doctor and surgeon, and may be a valuable part of his professional stock-in-trade. The Guy's students, always the most athletic of Bob Sawyers in London, knew him solely as "The Baron.")

MOTOR SPEED

Kaye Don's Attack on
Record

London, Yesterday.
Kaye Don has left Southampton aboard the Berengaria en route to Daytona Beach, Florida, to attempt the world's motor-car speed record with his enormous four thousand horse-power car "Silver Bullet," which he is of opinion is capable of between 240 and 250 miles an hour.

He hopes to lower Sir Henry Segrave's record.
The liner's wireless aerial and signal halyards had to be removed before the car could be lowered on the deck.

Kaye Don's luggage includes nearly three tons of tyres and eight cases of spare parts.—Reuter and British Wireless Service.

A 1lb of Devonshire cream has been sent to the Royal Alexandra Infirmary, Paisley, addressed to the matron and nursing staff from "an old mother from Devonshire."

Have You Heard?

An old farmer went to a dentist to have an aching molar removed. The operation was completed, and the patient then instructed the dentist to remove the next one.
"It isn't necessary," explained the dentist, after examining the tooth. "That tooth is perfectly sound. It only aches in sympathy with the one I removed."
"Then yank it out," growled the farmer. "Darn such sympathy as that!"

The ardent young swain was a very talkative fellow.
"You are the most beautiful girl I have ever seen," he murmured. "I long to hold you in my arms, to caress you, to kiss your eyes, your ears, your lips—to whisper in your ear, 'I love you!' I—"
But she cut him short.
"Well," she suggested, "I suppose it can be arranged."

Swaine was confiding to his friend his latest love affair.
"I proposed to her on the promenade," he said in a broken voice, "but—she threw me over."
"Never mind, old pal," said his friend, cheerfully. "It might have been worse."
"How could it be?" asked Swaine.
"Well," explained his friend, "you might have proposed to her on the cliffs!"

The manager of a large shop in the West End came out of his private office one morning, and saw one of the assistants looking very red and embarrassed, in conversation with a well-known lady.

"Well, Dick," said the manager, "what is the matter?"
"Sir," said Dick, "Madam asked if we delivered entrees, and I said that we would send the goods on a tray, if she was prepared to pay for the tray."

Mrs. Railings: "Vain man! Did you never observe that designers take a woman's head to adorn many of your coats?"
Husband (meekly): "No, but I have observed that designers take many of my coins to adorn a woman's head."

Brown: "So you have just got another parrot?"
Smith: "Yes, my wife had one, so I thought I'd get one."

"Do they talk?"
"Rather! My wife's says, 'You have dropped some ash on the carpet, and mine says, 'The bacon is burnt again!'"

The driver of the motor-car which had just knocked down a man, fortunately without injuring him, stopped the car and faced his victim manfully.

"I am sorry it happened," he said. "You should take more care when you are walking. I am a very experienced driver. I have been driving a car for nine years."
"Well," replied the victim, "I'm not a novice, myself. I've been walking for forty-nine years!"

At a village police court a prisoner was brought up for the fortieth time.

"The same old face," remarked the magistrate.
"Ah, the same old dial, sir," said the prisoner.
"Yes," returned the magistrate, "the same old dial is here to give you the usual time."

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/6
Bank, on demand	1/6 1/16
Bank, 30 days' sight	1/6 1/4
Bank, 4 months' sight	1/7
Credit, 4 months' sight	1/7 1/2
On Paris—	
On demand	932 1/2
Credit, 4 months' sight	1007 1/2
On Berlin—	
On demand	—
On New York—	
On demand	38 1/2
Credit, 60 days' sight	38 1/4
On Bombay—	
Wire	100 1/4
On demand	100 1/4
On Calcutta—	
Wire	100 1/4
On demand	100 1/4
On Singapore—	
On demand	65
On Manila—	
On demand	73 1/4
On Shanghai—	
On demand	79
80 days' sight (private paper)	—
On Yokohama—	
On demand	74 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	12.63
Silver (per oz.)	19 1/4
Kong Silver in Hong	Par.
Copper Cash	Nominal
Copper Cents	8 1/2 p.m.
Rate of Native Interest	6% p.a.
Chinese Sub. Coin	23 1/4% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

London, Yesterday.	
Paris	124.26
New York	4.86 1/2
Brussels	34.835
Geneva	25.195
Amsterdam	12.12 1/4
Milan	92.77
Berlin	20.365
Stockholm	18.115
Copenhagen	18.155
Oslo	18.18
Vienna	34.515
Prague	164 1/4
Helsingfors	163 1/4
Madrid	39.275
Lisbon	108.25
Athens	375
Bucharest	818
Rio	5 17/32
Buenos Aires	42 1/2
Bombay	Holiday
Shanghai	1/11 1/4
Hong Kong	1/6 1/2
Yokohama	2/0 9/32
Silver Spot	19 1/4
Silver Forward	19 1/4

—British Wireless Service.

AUTHOR SAVES SWIMMER

Nice.—Mr. Robert W. Service, the Canadian author, saw a man in difficulties in the sea. He plunged in and brought him to the surface, and with the help of a French doctor, who swam out to them, he got the drowning man to the beach. The man was taken to hospital, unconscious.

The London Gazette announces that Marshal of the Royal Air Force Sir Hugh Trenchard, one of the new peers, has taken the title of Lord Trenchard of Wolfeton, in the county of Dorset.

HONG KONG WOMEN'S GUILD

and

MINISTERING CHILDREN'S LEAGUE.

PENINSULA HOTEL

28th MARCH
PLEASE KEEP THIS DATE OPEN
FRIDAY AFTERNOON

28th MARCH
BRIDGE — MAH JONGG — WHIST
REFRESHMENTS

THE DANSANT — AUCTIONS

Further Details will be Published Later.

All Proceeds in aid of Funds of the above Guild and League.

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In Lots of not less than 1 1/2-ton—

Delivered to Penk District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Peking Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Comprode Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—KIENHSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 27th February, 1930.

STOCK	Buy-ers	Sell-ers	Sales	Non.	Fin. year ended	DIVIDEND	PAID
Banks.							
Hong Kong Bank	1350	...	...	...	Dec.	(Final 21 a/c 1929 ex. 17 1/2 = \$10.13)	Feb. 24, 30
Chartered Bank	...	...	...	...	Dec.	(Interim 11 a/c 1929 free 1/100)	Sept. 12, 29
Mercantile Bk., A.B.C.	...	...	...	...	Dec.	(Int. 20 a/c 1929 less 1/100)	Oct. — 29
Bank of Asia	105	...	...	...	Dec.	\$8 for 1929	Pending
Insurance.							
Canton Ins.	745	...	...	...	Dec.	(Final 22 a/c 1929 Interim 21 a/c 1929) = \$10.	May 28, 29
Union Ins.	377 1/2	...	...	...	Dec.	(Final 14 a/c 1929 Interim 24 a/c 1929)	May 24, 29
China Underwriters	170	...	...	...	Dec.	None	...
China Fire Ins.	340	...	...	...	Dec.	(Final 20 a/c 1929 Interim 17 a/c 1929)	May 24, 29
H. K. Fire Ins.	880	...	...	...	Dec.	\$15 for 1929	Mar. 26, 29
Shipping.							
Douglases	25 1/2	...	...	...	Dec.	Last dividend for 1929	...
H. K. Steamships	20	...	...	...	Dec.	\$1.50 for 1929	Pending
Indo-China (P.O.)	...	...	...	...	Dec.	(12 a/c 1929 ex. 2 1/4 on preferred) for 1929 and 1928	June 16, 29
Shell Transports	...	...	...	...	Dec.	Last dividend for 1929	...
Union Waterboats	32 1/2	...	...	...	Dec.	(Int. 2 a/c 1929 less 1/100)	Jan. 6, 30
Mining.							
Benguet	51	...	...	...	Dec.	Interim 20 cents a/c 1929	Dec. — 29
Kailan Mining Ad.	...	...	...	...	June	(Final 2 a/c 1929 Interim 10 a/c 1929)	Dec. 17, 29
Langkat (Comb.)	...	...	...	...	Dec.	Last dividend for 1929	...
" (Single)	...	...	...	...	Dec.	Last div. for year 21-10-27	...
S'hai Exploration	...	...	...	...	Dec.	None	...
" Loans	...	...	...	...	Dec.	Last dividend for 1929	...
Rams	14 1/2	...	...	...	Dec.	Interim 1 1/2 a/c year 21-9-30	Dec. 13, 29
Troch Mines	21 1/2	...	...	...	Dec.	4 1/2 last tax Coupon No. 91	Sep. 30, 29
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves	...	...	...	...	Dec.	\$0 for 1929	Pending
H. K. & W. Docks	82	...	...	...	Dec.	Last dividend for 1929	...
China Providents	5.80	...	...	...	Dec.	Last dividend for 1929	...
Hongkong	190	...	...	...	Dec.	Interim 2 a/c 1929	Sep. 12, 29
N. Engineering	...	...	...	...	Dec.	T. 7.50 for 1929	Pending
Shanghai Docks	132	...	...	...	Apr.	T. 7.50 for year 20-4-30	July 27, 29
Cotton Mills.							
Ewo Cottons	...	...	...	...	Dec.	Final 2 a/c 1929	Pending
S'hai Cotton (old)	...	...	...	...	Dec.	(T. 2-30 old) for half year (T. 1-25 new) 21-10-29	Nov. 26, 29
" (new)	...	...	...	...	Dec.	...	...
Zoong Sings	...	...	...	...	June	T. 0-40 for year 20-6-29	Oct. 11, 29
Lands, Hotels & Buildings.							
H. K. & S. Hotels	...	...	...	...	Dec.	Last dividend for 1929	...
H. K. Lands	...	...	...	...	Dec.	Final 2 a/c 1929	Feb. 12, 30
Shanghai Lands	...	...	...	...	Dec.	Interim 2 a/c 1929	July 31, 29
Humphreys	...	...	...	...	Dec.	\$1 for 1929	Feb. 8, 29
H. K. Realties	...	...	...	...	Dec.	Interim 20 cents a/c 1929	Aug. 12, 29
Chinese Estates	...	...	...	...	Feb.	\$1 for year 22-2-29	June 5, 29
Public Utilities.							
H. K. Tramways	19.00	19.00	...	...	Dec.	Final 50 cents a/c 1929	Pending
Peak Trams (old)	...	...	...	...	Apr.	(\$1 on old) for year (50 cts on new) 21-4-29	June 7, 29
" (new)	...	...	...	...	Apr.	...	...
Star Ferry	...	...	...	...	Dec.	\$1 for 1929	Feb. 14, 30
China Light	...	...	...	...	Dec.	(Final cts. 45 (old) for year (cents 12.75 (new) 20-9-29)	Dec. 20, 29
H. K. Electric	...	...	...	...	Dec.	\$2.50 for 1929	Pending
Macao	...	...	...	...	Dec.	...	...
Sandakan Lights	...	...	...	...	June	None	...
H. K. Telephones	9.85	...	...	...	Dec.	Interim 10 cents a/c 1929	Sep. 18, 29
China Buses	...	...	...	...	Dec.	T. 6.00 for 1929	Feb. 21, 29
S'hai Traction (Ord.)	...	...	...	...	Dec.	1/2 on preference	Feb. 6, 29
" (Pref.)	...	...	...	...	Dec.	...	...
Industrial.							
Ginas Sugars	75 c.	...	...	...	...	In Liquidation	...
Malabon Sugars	...	...	...	...	Dec.	Pa. 2 for 1929	April 11, 29
Cald: Marg. Ord.	...	...	...	...	Dec.	Incorporated in May 1929	...
" Pref.	...	...	...	...	Dec.	...	...
Canton Ice	...	...	...	...	July	None	...
Cements (comb.)	...	...	...	...	Dec.	(50 cents on old) for 1929 (50 cents on new)	Pending
" (old)	...	...	...	...	Dec.	...	...
" (new)	...	...	...	...	Dec.	...	...
H. K. Ropes	...	...	...	...	Dec.	Last dividend for 1929	...
United Asbestos	...	...	...	...	Dec.	...	...
Stores, &c.							
Dairy Farms	...	...	...	...	Dec.	\$1.50 for 1929	Pending

Sport Columns

HOME FOOTBALL

Trio of Matches in Leagues

"POMPEY" GO UNDER

London, Yesterday. Three League matches were played to-day, in the First, Second and Third (Southern) Divisions, respectively.

Manchester City, playing at Home, had no difficulty in accounting for Portsmouth who went down a year ago by 2-1.

Bradford City gained a couple of much-needed points at the expense of the more lowly Bristol City.

Bournemouth, at home, defeated Northampton by a couple of goals.

Results:

Division I.		
Manchester C.	5	Portsmouth 2
Division II.		
Bradford C.	3	Bristol C. 1
Division III.—South		
Bournemouth	3	Northampton 1

LEAGUE TABLES

Division I.		
	P. W. D. L.	F. A. Pts.
Wednesday	28 17 6 5	73 35 40
Derby	30 18 5 9	62 50 37
Manchester C.	30 18 5 9	62 50 37
Blackburn	29 14 5 11	77 68 33
Huddersfield	30 14 5 11	47 50 33
Leeds	29 15 2 12	57 42 32
Leicester	31 13 6 12	64 65 32
Liverpool	30 12 7 11	49 57 31
Sheffield U.	30 13 4 13	60 50 30
Aston Villa	29 13 4 12	59 50 29
Manchester U.	30 13 4 13	49 50 30
Middlesbrough	29 13 3 13	64 58 29
West Ham	31 12 5 14	64 61 29
Bolton	31 11 7 13	55 52 29
Portsmouth	30 10 8 12	52 51 28
Burnley	31 10 8 13	60 73 28
Birmingham	29 10 7 12	45 46 27
Arsenal	29 10 6 13	46 43 26
Everton	30 8 9 13	51 63 25
Sunderland	28 8 7 13	43 59 23
Grimsby	29 8 6 15	49 71 22
Newcastle	28 10 2 16	53 74 22

Division III.—South

	P. W. D. L.	F. A. Pts.
Brentford	29 20 3 6	72 30 43
Plymouth	29 17 7 5	61 21 41
Brighton	26 16 4 6	63 39 36
Northampton	28 16 3 9	46 32 35
Bournemouth	27 12 10 5	48 29 34
Southend	29 11 12 6	45 37 34
Norwich	29 13 7 9	57 33 33
Fulham	28 12 8 8	59 50 28
Crystal Palace	28 12 8 8	59 50 28
Coventry	27 14 3 10	61 44 31
Exeter	30 11 7 12	54 48 29
Queen's P.R.	27 10 8 9	42 40 28
Luton	28 9 8 11	40 51 25
Swindon	29 8 9 12	48 51 25
Watford	29 9 6 14	48 55 24
Clapton O.	28 7 10 11	28 41 24
Newport	27 8 6 13	46 52 22
Watford	28 8 6 16	50 54 22
Torquay	29 6 8 15	40 68 20
Gillingham	30 7 5 18	32 62 19
Bristol R.	28 6 8 15	48 60 17
Merthyr	27 8 17 18	33 61 12

CRICKET

Volunteers Meet United Services

A CLOSE GAME

The Hong Kong Volunteers were engaged in a third cricket match yesterday, when they met a United Services team on the H.K.C.C. ground and defeated them by 18 runs, after a close game in which 340 runs were knocked up.

Scores:—

Volunteers	
E. C. Finch, b Wyatt	0
R. H. Bager, b Wyatt	16
E. Zimmern, c Suther, b Musson	2
F. Zimmern, c Laslett, b Fry	9
W. D. Polley, b.w., b Musson	8
E. J. R. Mitchell, c Wyatt, b Fry	44
S. V. Gittins, b Wyatt	32
W. C. Hung, b Fry	0
C. E. R. Divett, c Marfian, b Wyatt	17
A. Reid, b Wyatt	30
A. C. Beck, not out	5
Extras	7
Total	179
United Services	
Lieut. Macfarlane, c and b Reid	20
Comdr. F. C. Baker, b Beck	40
Lieut. Wolfe-Barry, b Divett	3
Mid. Suther, b Reid	4
Lieut. A. H. Musson, c E. Zimmern, b Reid	6
Lt.-Col. F. G. Wyatt, c b Divett	28
A. B. Laslett, c Mitchell, b Reid	9
Sub. Lieut. Moseley, b Beck	15
Pte. Fry, b Finch, b Reid	8
Lt. Ansthruther, c Bager, b Beck	5
Lt. Christian, not out	2
Extras	26
Total	161

A University Match

In an inter-faculty cricket match played on the University ground yesterday afternoon, the Arts Faculty beat the Medicals by 38 runs.

Taking first knock, the Medicals could only score 75, of which D. K. Samy contributed 39. The Arts Faculty replied with 113, McDougall (25) being the highest scorer.

CRICKETER'S DEATH

Veteran Interport Player Passes Away

Shanghai, Yesterday. The death has occurred of the well-known interport cricketer, Mr. Harry Ollerdesen, from peritonitis.

Many in Hong Kong will remember the veteran cricketer, Harry Ollerdesen, who played here for Shanghai against

Our Sports Diary

LOCAL

Hockey — To-day — Hockey Club v. Punjab Regiment, Marina ground, 5 p.m.

Football — Saturday — Senior Division: St. Joseph's v. South China, Recreation Club, Chinese v. Police, R.A. v. Kowloon; Junior Division: Eastern v. Somersets, Club v. Chinese "B", R.A.M.C. v. South China "A", Recreation Club v. Chinese "A", South China "B" v. St. Joseph's, Ewo v. R.A.

March 8—Shield ties semi-finals.

Cricket — Saturday — Division I: University v. C.S.C.C.; Division II: H.K.C.C. v. University, H.K.C.C. v. R.A.S.C., Recreation v. R.A.O.C.; Friendly — K.C.C. v. C.C.C. C.C.C. II v. D.B.S., R.E. & S. v. K.C.C. II.

Racing — Hong Kong Jockey Club — Saturday, noon.

Fanling — Hunt — To-day — Hounds Meet, Hunters Arms, 3.30 p.m.

Tennis — To-day — H.K.C.C. tournament.

Golf — Saturday — Captain's Cup, Fanling.

Chess — Friday — Championship, G. Woudenberg v. D. E. Carvalho; I. A. Boulain v. J. S. Smith; C. M. Sequeira v. O. Hassan.

Rifle Shooting — April 20 and 21—Volunteers' annual rifle meeting, Stonecutters.

HOME

Football — March 1—English Cup (six round); Scottish Cup (fourth round).

Billiards — February 21 to March 29—Amateur Championship, London.

Hong Kong in November, 1922, when his younger brother was also in the team, then captained by the famous veteran interport Billings.

According to the "China Who's Who," the late Mr. Harry Bertram Ollerdesen was born at Shanghai in 1886, and was of American nationality, seeing war service in 1918-19 as a Lieutenant in the U.S. Army. From 1911 to 1917 he served in the American Co., Shanghai Volunteer Corps. He was educated at the Shanghai Public School; then became a stock broker, and joined the Shanghai Stock Exchange. He married a Miss Louise Cooke.



Left to right, back row: William F. Carey, President of Madison Square Garden; George F. Getz, of the Illinois Boxing Commission; and Jimmie Johnston, co-manager of Phil Scott. Seated signing articles for the bout in Miami between Jack Sharkey of Boston and Phil Scott of London are Johnny Buckley, manager of Sharkey; Frank Bruen, Vice-President of Madison Square Garden, and Charley Johnston, manager for Scott.

TENNIS

Matches at the H.K.C.C. To-day

The Hong Kong Cricket Club's tennis tournament will be resumed this afternoon, when, weather permitting, the following matches will be played.

Open Singles (second round):—W. C. Hung v. S. A. Rumjahn; Ng Sze-cheong v. F. H. Kwok.

Open Doubles (first round):—Kong To-chung and Ho Ka-lau v. J. Barrow and D. M. Macdougall; (second round), M. K. and M. W. Lo v. Luk Kang-cheung and Luk Ding-cheung.

Club Championship (first round):—I. S. Harris v. H. Nijhoff; O. E. C. Martin v. T. J. Price.

Handicap Singles "A":—S. L. Parsons (rec. 3/8) v. G. H. W. Churchill (scr.).

Handicap Doubles:—P. W. J. Plimmer and K. H. Baiger (rec. 4/6) v. T. C. Monaghan and N. L. Railton (scr.).

AMUSING!

What Manila Thinks of Khoo Hooi Hye

The following "write-up" of the visit of Khoo Hooi Hye, the Malayan tennis champion, and Gordon Lum, the Chinese champion, to the Philippines for the Manila championships, taken from an American contemporary, provides amusing reading:

"If Gordon Lum and Khoo Hooi Hye, Chinese top-flight racketeers, contrary to general rules, let loose in the Carnival net tournaments the same stuff they dust off in their practice games every afternoon on the Laong Laan asphalt, it cannot be denied, with subordinate clauses, that they are a menace to our first rate racket welders.

"Taking them individually, Gordon Lum, with his former local court experience, when he played in last Carnival meet, as an asset, is a brand new Gordon in his tennis togs. His former slice-drive from the forehand is now a deadly slap at the ball which sends the pellet to the other side of the court with a 'dirty' bounce; his backhand is a combination of Francisco Aragon's and that of Yngayo—saying the least about it, and everyone who has seen him play at the net will not err in saying, 'he knows his tennis groceries.'

Gordon Lum's Weakness

"It is difficult to make an offensive out of his service aces, unless one in the calibre of Francisco Aragon knows his game. His subtly disguise cunning is a riddle that is unexpected and puzzling at the same time, and he does not deceive himself with trying to kill the ball everytime—the fault of most of our top-flighters.

"His weakness is in his mid-court ground play where he lacks the necessary abruptness to dive at hot fast rallies sent at furious speed, and his main handicap is—

and sadly to be regretted—his lack of fight, 'tennisly' speaking. It is only through these that points may be scored against him.

"Khoo has too weak a service open at all angles for his opponent to take the offensive from. It is slow, easy, and bounds just the right height for a forehand smack.

"His overhands lack that terrific cocksureness and he is easily daunted. Instead of picking up to return the smash when his opponent poses—although he knows best what he is up to—he just brings down his guard, so to speak, and lets the sphere flash or float by.

Backhand Like Lacoste

"However, he has a deep court offensive that would catch a baseline player right at the feet and make him stroke out of position or pick-up a weak return that would be very handy for an acute placement to a man right up at the mesh.

"He has a backhand very much like that of Lacoste, where from a horizontal plane his racket smacks the ball flat which often results in an unreturnable stroke, but it is doubtful if he can send them over steadily.

"His forehand drive is deceiving. It is well camouflaged, as his racket starts only a foot from his side when he makes it, thus ably disguising its direction. With the aid of an unfailing network, there's no saying what havoc he may create to local racketeers.

"And as both of them assured the writer that they intend not to make fools of themselves in the coming meet, the tennis enthusiasts will have more than they expect to enthuse for."

MOTOR CYCLISTS

Dinner And Presentation of Prizes

At a dinner held at Messrs. Lane, Crawford's last night the awards won in the recent motor cycle reliability trial were presented. Most of the competitors in the event, which was held on January 31, were present.

Mr. H. B. L. Dowbiggin presented the prizes, the Motor Cycle Section Cup (presented by the Texas Company), going to Mr. Rogers, who lost only six points. Mr. Clarke took the premier award. Mr. Smith took the second, Mr. Miller the third, and Lieut. Williams the fourth. The team prize went to Messrs. Rogers, Clarke and Williams.

An enjoyable musical programme was provided by Messrs. Blakeley, "Dick" Barty, Jeeves, Grenham, and Fountain.

SHEFFIELD SHIELD

Big Stand by Ryder and Hendry

Sydney, Jan. 29. A Sheffield Shield match between New South Wales and Victoria was begun yesterday after a delay of three days owing to rain.

Victoria, winning the toss, put in New South Wales, who scored 330. Bradman made 77 and Allsopp 65. At the close of the day's play Victoria had lost 2 wickets for 45 runs.

The match was left drawn to-day.

Victoria scored 222 for the loss of 8 wickets, of which Ryder made 100 not out and Hendry 95.

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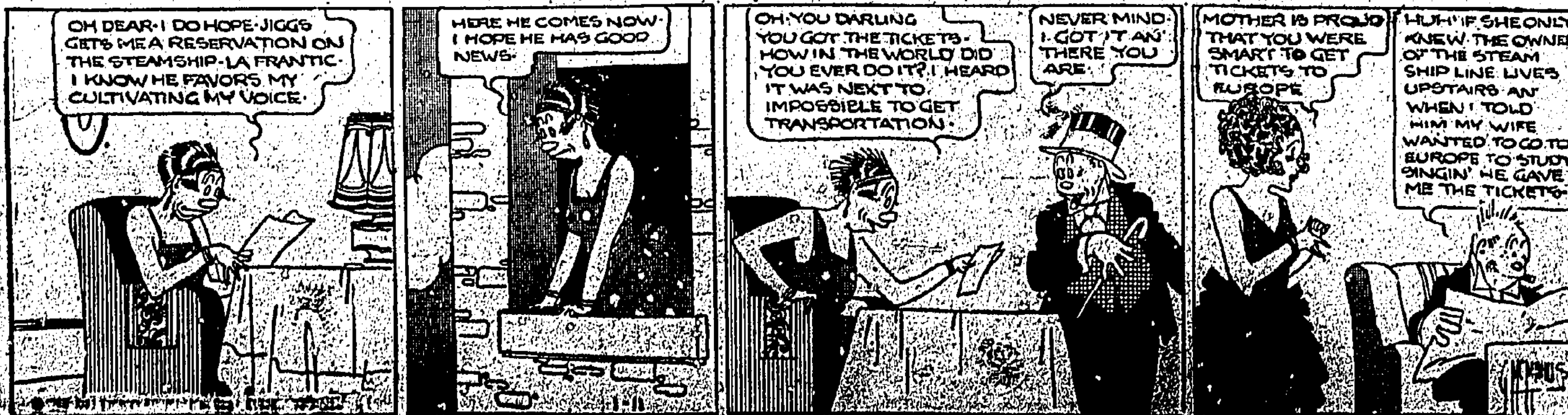


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World News In Pictures

Staff Dinner of Ewo

Cotton Mills, Limited



The annual Staff Dinner of the Ewo Cotton Mills, Limited, held at the Union Club of China, Shanghai. After dinner, a musical programme was gone through, the evening being unanimously voted a huge success. Amongst those present were Messrs. R. Mein Austin (Chairman), H. Martin Little, W. Wakeford Cox, A. M. Cannan (Members of Consulting Committee), R. J. Mc Nicol (Secretary), J. Harrop and W. K. Smith (Mill Managers).—(Photo by Wei Fung).

On Regent Council



This is an exclusive portrait of Dr. Constantine Saratzanu, new member of the Roumanian Regent Council, who is guiding the destinies of the boy King Michael's realm.

Air Mail Creator



An official portrait of former Postmaster-General Harry Stewart New, of Indiana, painted by Wilford S. Conrow, of New York, was loaned by the former postmaster-general for exhibition at the Union League Club, New York. He chose the postmaster-generalship so that he could create the airmail.

Statistics Congress



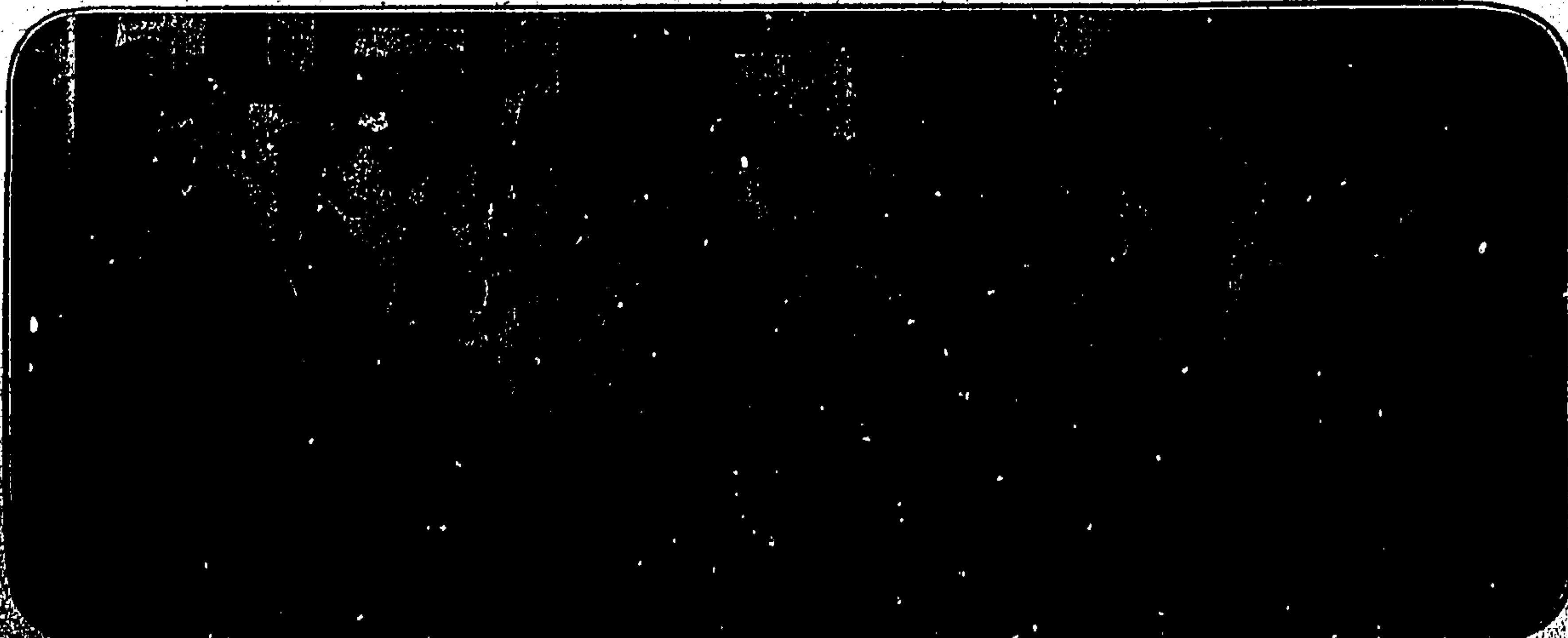
President Emilio Portes Gil, of Mexico (seated, second from left, rear), inaugurating the Statistics Congress of the Mexican Government. This is a radical department from any other form of Mexican Legislation and was determined upon by the present administration, as a basis for wiser legislation.

Another Royal Marriage



Boris III, King of Bulgaria, and Princess Giovanna of Italy may bring a union of European royalty again this year. Boris had an audience with His Holiness, Pope Pius XI, thus reviving rumours that he is seeking the hand in marriage of Princess Giovanna. The difficulty in the way of the match is a difference in religion between the two. Boris, by the constitution of Bulgaria, must belong to the Orthodox Greek Church, while the Princess is of the Roman Catholic Church. Thus far it has been impossible for Boris to obtain the necessary dispensation from the Pontiff for the nuptials. A solution which has been considered is that the Princess retain her religion and bring up her children as Catholics, except her first-born, who would be reared in the Orthodox Greek religion in order to succeed Boris on the Bulgarian throne.

A "Surprise Party"



For Senate?



Former Governor Ralph C. Brewster, of Maine, has announced that he will become a candidate for the Republican nomination for United States Senator at the June Primaries. Brewster would succeed Senator Arthur R. Gould.

Awarded Papal Cross



Dr. Ellen Ryan Jolly, upon whom the Papal Cross has been conferred by Pope Pius XI. It is the highest honour that Rome can confer on a lay woman and the medal and certificate are in recognition of her services to the Church.

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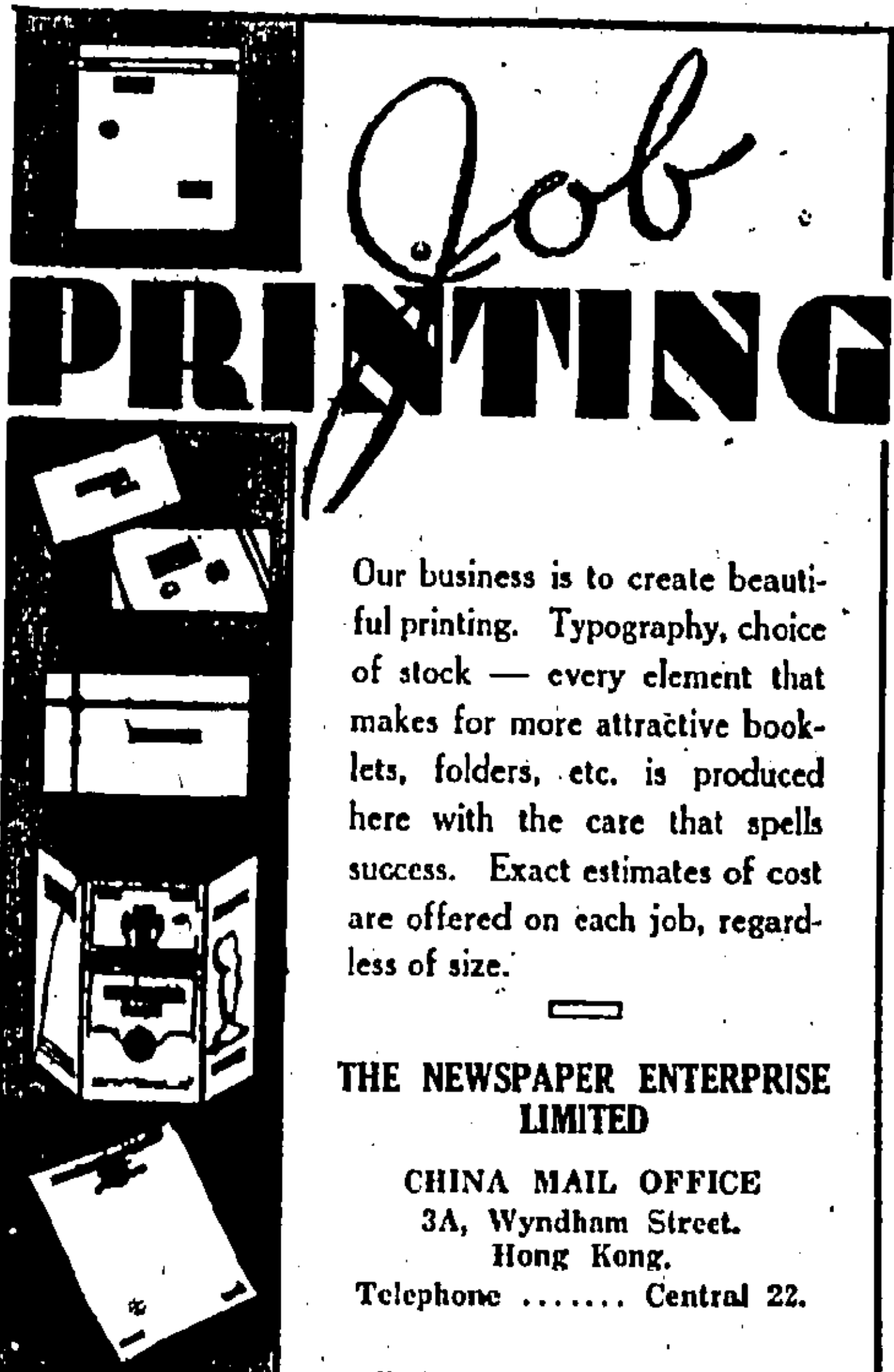
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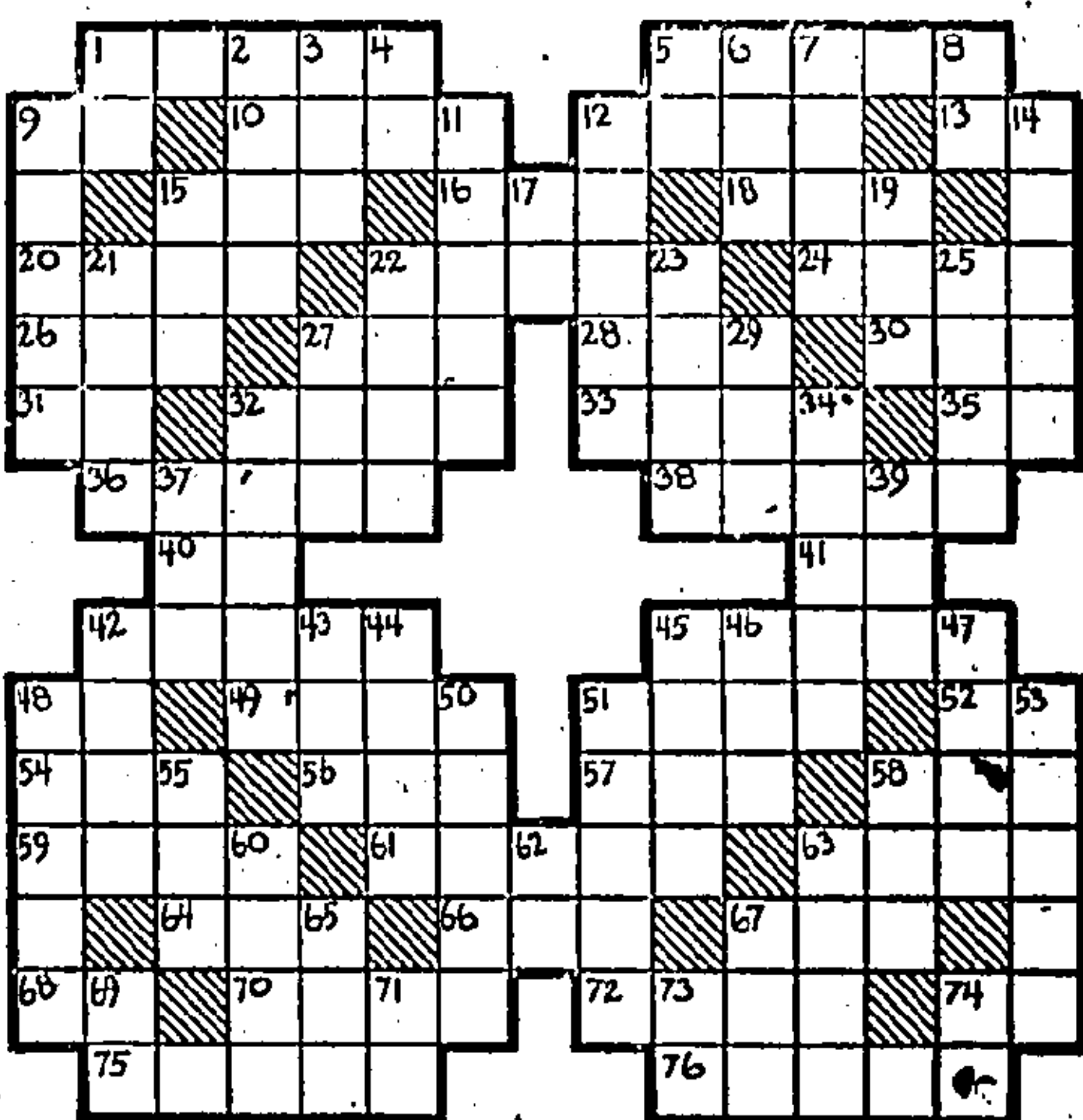
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as horber, plow, and altho.)



- | | | |
|---------------------------------|----------------------------------|----------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Free from fault | 57—Anger | 19—Short sleep |
| 6—Boils slowly | 58—Addition to side of house | 21—Extent of surface |
| 9—Exist | 59—Female attendant | 22—Extremity |
| 10—Assistant | 60—(India) | 23—Sharp |
| 12—To kick (slang) | 61—Pale | 25—Contends |
| 13—River in Italy | 62—Lads | 27—Golf mound |
| 15—Suffix denoting an agent | 63—A little | 29—Constellation |
| 16—Fetters | 64—Prefix. By | 32—Eats |
| 18—2000 pounds | 67—To obstruct | 34—Rub out |
| 20—Abids | 68—Conjunction | 37—Stick |
| 22—Dreary | 70—Inclines the head | 39—Prussian watering place |
| 24—Hub of a wheel | 72—To cauterize | 42—Newspaper paragraph |
| 26—S. W. State of U. S. (abbr.) | 74—One (Scott.) | 43—High (musical) |
| 27—Bird | 75—A flower | 44—Girl's name |
| 28—New Zealand parrot | 76—Hell | 45—Ingrained |
| 30—Transit | | 46—Exile |
| 31—Pronoun | VERTICAL | 47—Sole |
| 32—College official | 1—Early English (abbr.) | 48—String of mules (Sg.) |
| 33—Wither | 2—Compass point | 50—Whisk brooms |
| 35—Prefix. Form of "ex" | 3—Insect egg | 51—Coffin |
| 36—A constellation | 4—A theological doctrine (abbr.) | 53—Girl's name |
| 38—The nostrils | 5—Thru | 55—Sells suddenly |
| 40—Upon | 6—Little child | 58—An age |
| 41—Exist | 7—English school | 59—Ship |
| 42—Mental images | 8—European country (abbr.) | 62—Pronoun |
| 45—Base-aligner | 9—Secluded lane | 63—Post |
| 46—Within | 11—Girl's name | 65—Part of foot |
| 48—Sliced cabbage | 12—Bird bills | 67—Sheep cry |
| 51—Tiresome person | 14—Unclose | 69—Egyptian sun-god |
| 52—Compass point (abbr.) | 15—Roman number | 71—Doctor (abbr.) |
| 54—Half a score | 17—Id est (abbr.) | 73—Interjection. What |
| 56—Prefix. Three | | 74—A continent (abbr.) |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

WHY SOME PARSONS FALL

THERE ARE "BAD EGGS" IN ALL PROFESSIONS

ONE EXPLAINS

If anybody ever wants to make me angry it can be done by making either of the following observations, which display in the one case prejudice, and in the other abysmal lack of intelligence!

(1) "Another parson gone wrong. I never did believe them."

(2) "Oh, it's easy for you parsons to do what is right. It's your calling."

The second observation makes me madder than the first. It was said to me only the other day.

I have no available statistics but I would say that the proportion of "bad eggs" in the clerical profession is less than those in other professions, protests the Rev. D. Morse-Boycott. There are doctors who go wrong, and butchers and bakers and candlestick-makers. Unless the crime is gross or ghastly it attracts little attention.

In the case of professional men civil penalty does not necessarily lead to degradation unless the offence affects the office. A doctor is not struck off the register because he gets drunk, but he would be if he were performing an operation at the time.

But the poor parson's offence leads to appalling publicity and punishment. He has no unofficial existence. That is as it should be. The public is right in expecting the highest self-discipline of clergy. The very fact that it expects it, and is shocked when a parson goes wrong, is a sign of our high standing.

Parson who Carries Your Bag

But it is not easy for a parson to do what is right. He is made of the very same flesh and blood as anyone else. He is not ordained until he is 23, and has had to face the same temptations as anyone else. Ordination doesn't sweep the temptations away. A clerical collar does not create an impeccable soul.

What does happen is that a young man plights his troth to a high and holy calling, and enters a state of life that demands the utmost from him. Now and then one is reminded, by sad lapse (which are inevitably given immense publicity), or by meeting derelicts who once held their heads high, that tragedy is not far removed from anyone.

There is a clergyman who carries bags for a living. No doubt once he felt his degradation terribly. He is hardened to it now. To get an extra tip he will tell you, if you are a parson, that he was once one himself.

Once a parson always a parson. Holy Order is indelible, and cannot be bleached out. When a fallen priest is unfrocked he has his job taken away from him, but not his character. He is still a priest. Not even the Pope can take a priest's Orders away. But the office may not be exercised.

It is easy to see, then, how an unfrocked cleric can go from bad to worse, if he is drummed out, and yet is conscious of his priesthood. Such a one, repentant or not, should be shown the tenderest pity. It is always possible for an unfrocked cleric to be reinstated but one never

hears of it being done. It would be interesting to know if it is done.

Two Sins—and Why

A cleric is not unfrocked unless there is the gravest scandal. In every diocese there are men who work "under a cloud." A friend of mine made a journey one day to see a clergyman who had applied for a post in his parish. He found the applicant to be a brilliant man, keen and gifted. "I ought to tell you," said the applicant, "that I am under a cloud. I have given way to drink at times."

There are two sins that seem, from the reports one reads, to be the usual clerical lapses drink and immorality. The layman, when he falls, gives way to a variety of offences. Not so the parson.

Who ever hears of a burgling parson, or an absconding parson, or a murdering parson? No! It is always monotonously the same. Is not that significant?

What is there in the parson's life that induces these temptations? It looks as if there is something. I will tell you:

(1) The wear and tear of poverty... trying to make ends meet, without publishing penny... that imposes great mental strain on a man. The pitiful poverty of modern clergy, and their magnificent silence, are at once their Church's shame and glory.

(2) The wear and tear of life... hours that never end and tasks that seldom change... that saps health. One of my boys said to me the other day: "Your job is like mother's. It goes on and on." Very true!

I sorely miss the old days when one knocked off at a certain time, and had the week-end to oneself. If I had to choose my life again I would be a parson, in spite of the snags... but all the same I hanker for a fixed week.

(3) The wear and tear of serving all sorts and conditions of men... the bad, the ungrateful, the ignorant, the tiresome, even the good... they take much virtue out of one. Packets of tea stay "put." Persons don't. You spend your life on others, and they often fall you badly. Then comes depression, disillusionment, disheartenment.

One Mistake Means Ruin

(1) The loneliness of life. What! Can a parson be lonely in the midst of a parish? Can't he! One can be lonely in a crowd. The more so if one's work is of the lonely sort. The village grocer doesn't suffer from loneliness. Folk will go on coming in for margarine, marmalade, and he lives a private life which gives him satisfaction. The parson has no private life. People give up coming. He is ever standing on quicksands of change, and maybe he sinks himself.

The demons of drink and immorality can exert their full fury upon a sensitive man, who, once seeing life in rosy hues, has found the road too long and the hours too dark. He cannot escape from his Orders. He is, maybe, unfitted for any other task. He is exposed to temptations in a peculiar way by the wish-wash of life. Many a man and woman who goes wrong is not undone until the hundredth fall. A parson's first will wreck him.

Most clergy suffer thus in one way or another. And some are exposed to the bitter clamour of their people, who make the worst of their failings, and not seldom invent what they do not know.

As I grow older and see more of life—that which I meet in the hectic lay world and that in the "quiet pastures" of clerical life.

LADY MEYER DEAD

Adele Lady Meyer, widow of Sir Carl Meyer, a pioneer of the South African goldfields, died recently at her residence, Chipstead Place, Sevenoaks, Kent.

Lady Meyer was a well-known hostess and took a great interest in the scheme for the erection of a national theatre. The present baronet, Sir Frank Meyer, is her son.

The Liverpool watch committee has rejected the city council's recommendation that the city should have women police.

CIVIL SERVICE EXAMS

NEW RULES FOR SELECTION OF DISTRICT MAGISTRATES

BY COMPETITION

The initial step in the system of open competitive examinations for the selection and appointment of civil service officials of the Government was taken in Nanking on January 26 when the State Council promulgated a set of Provisional Regulations governing the selection of District Magistrates throughout the country by open competitive examinations.

According to the Regulations any Chinese citizen having attained the age of 25 and possessing one of the following qualifications may become a candidate for the examinations:

1.—A university graduate (either in China or abroad) or a graduate of a college of law, political science, economics and other social sciences.

2.—A middle school graduate with at least two years' experience in any administrative department of the Government.

3.—A graduate of any recognized Party Affairs Training Institute.

4.—Any person who previously successfully passed an examination and qualified for a judicial appointment.

The following classes of persons are not eligible:

1.—Those having been deprived of their civic rights.

2.—Those having been expelled from the Kuomintang.

3.—Those having been accused and adjudged as local rowdies, depraved gentry or corrupt officials.

4.—Those who have failed to liquidate their debts.

5.—Those addicted to opium-smoking and other vicious habits.

Successful candidates for appointment as District Magistrates must also receive special training for a specified period before being appointed to any post.

The regulations also provide for the organization of an Examination Committee to be headed by the Chairman of the Provincial Government concerned and composed of from two to six members to be appointed by the State Council.

Procurators of the Provincial High Court and the District Courts in the provinces will also be requested to act as supervisors during the examinations.—Kuo Min.

UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Lai Fon-ven, Hong Kong University, from Penang.
Roslawbos, from Boston.
Lam Wool, care of Miss Hollis, Kowloon City, from Rabaul.
S. LACK,
Superintendent
Hong Kong, February 20, 1930.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Kongelbacher, Peninsular, from Vladivostok.

Wingo, from Tientsin.
Kwok Hans, from Goteborg.
Worship, from Goteborg.
Giroux Lloydiano, from Shanghai, North.

Hoo Luen-chang, passenger, General Motzinger, from Shanghai.
E. V. JESSEN,
Superintendent
Hong Kong, February 12, 1930.

THE
HONG KONG
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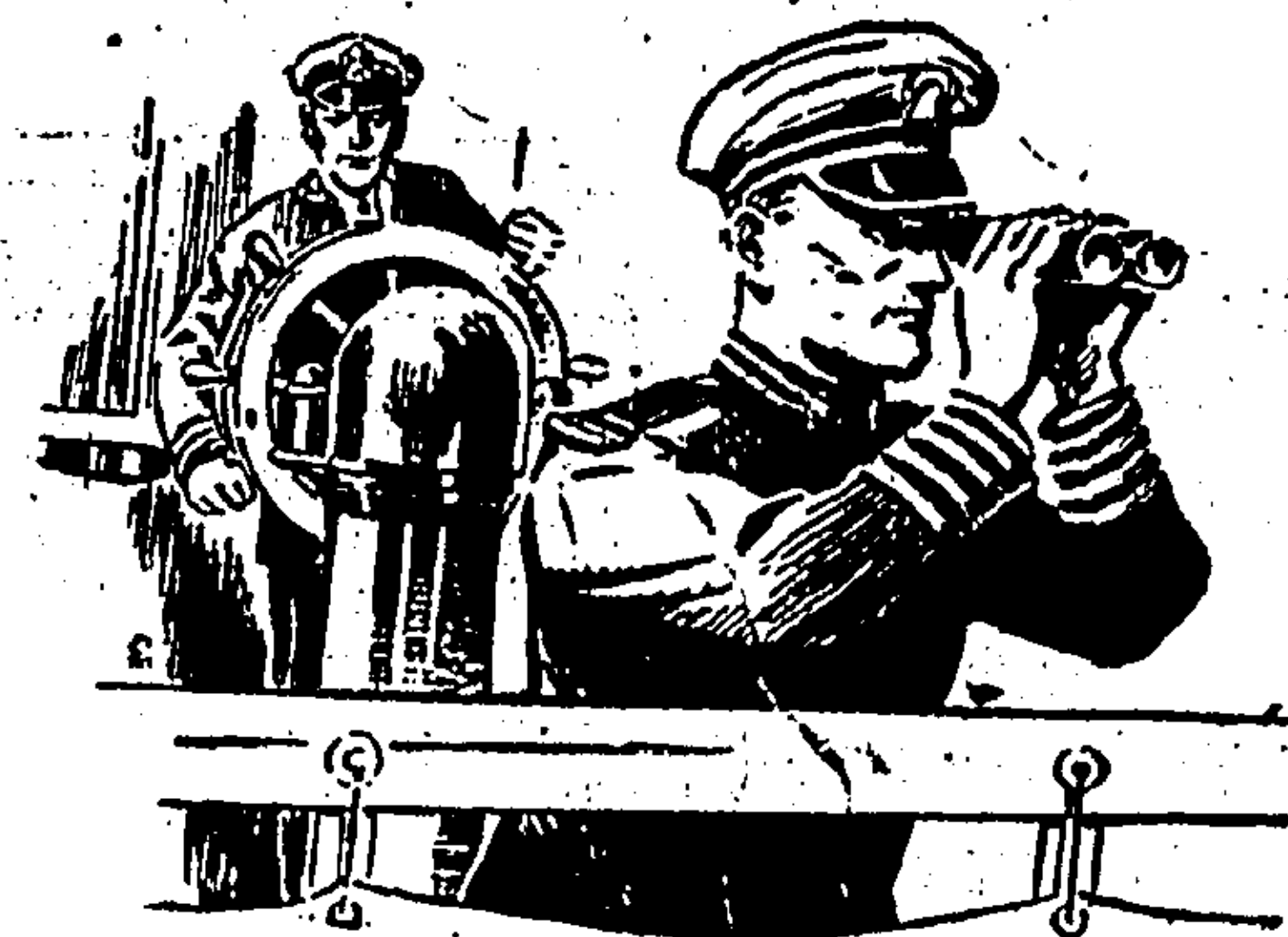
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ANNUAL GENERAL MEETING

to be held at the
CHEER 'O CANTINEEN

at 11.15 a.m.

MONDAY, March 3rd.



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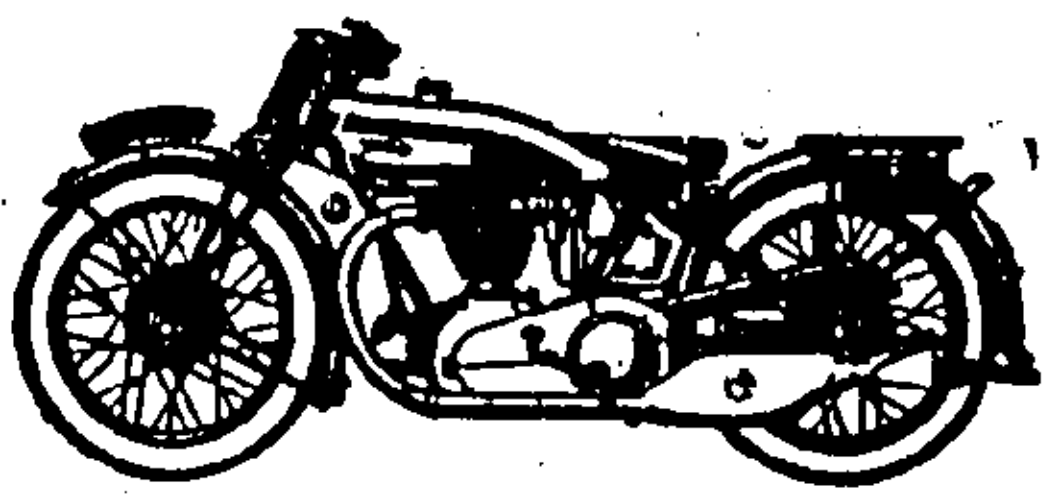
Petruchio conceals a scheme with Hortensio where the latter is the guest of a friend of his father's. Petruchio sends him to instruct the fair Katherine who is being taught by her father's friend. Petruchio's scheme is to make her a tamed shrew. Petruchio's scheme is to make her a tamed shrew. Petruchio's scheme is to make her a tamed shrew.

"Taming of the Shrew"

THE MOTORISTS' PAGE

FIRST IN HONG KONG

"1930" BRITISH MOTOR CYCLES



NORTON

MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON design, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

COME AND INSPECT IT AT
THE SINCERE CO., LTD.

SOLE AGENTS.

FORD PLANES

New Tri-Motored Type

A new tri-motored, all metal transport aeroplane to be known as the 7-AT type is announced by the Ford Motor Company.

In appearance the new ship will be virtually the same as the 5-AT type, production of which will be continued. The actual dimensions of the 7-AT will follow very closely those of the 5-AT, which has won widespread recognition among professional airmen and air travellers by its performance.

The most essential difference in the latest addition to the Ford air transport line is the substitution of two Wright J-6 motors of 300 horsepower each for two of the three Pratt and Whitney Wasps which power the 5-AT. The nose motor, however, will be a 425 horsepower Wasp, which with the two wing motors will produce 1,055 horsepower. Marked economy of operation is gained by the new arrangement of motors.

The 7-AT type has a wing spread of approximately 78 feet and a

OUR CONSOLATION

The horse is to go,
It has long been said,
Because we have got
Motor-cars instead.
But weep not for him,
Oh, no, please don't;
Most horses will go—
Some motor-cars won't.

length of about 50 feet overall. Its wing area is 835 feet and its height a trifle more than thirteen and a half feet.

The new craft will give a top speed of 134 miles an hour, and its cruising speed is 112 miles an hour. The stalling speed is 63 miles per hour. The radius of action is 625 miles. It has a service ceiling of 14,000 feet—about the height of Mount Ranier, and an absolute ceiling of 16,000, or only 240 feet less than three miles.

The ship can carry a useful load of 5,630 pounds, bringing its total weight, fully loaded, to 12,910 pounds. It can carry 281 gallons of gasoline and 26 gallons of oil.

The average width of the cabin is four and a half feet and the average height six feet. The length is a trifle less than 19 feet. Fifteen persons, including the pilot and co-pilot, can be carried. Baggage space has been provided.

New and unusually attractive exterior finishes, such as that shown on the Ford demonstration plane at last year's aviation shows, are available.

One of the features of Ford aeroplane-cabins is the "Fly metal" interior trim, developed to Ford specifications, and consisting of two thicknesses of duralumin with a score of balsa wood, the latter acting to deaden the noise of the motors.

The cabin is fitted with every convenience for passengers, with roomy, leather-upholstered aluminium chairs, adjustable to three positions, dome lights, individual bracket lights, a wash room, individual windows and interior furnishings that give the cabin a tone of quiet richness, but with an emphatic note of cheerfulness.

The transport has many features of high importance in the interest of safety, which have made the Ford ships particularly appealing to the public. These include reduction of fire hazards, precautions in locating the fuel tanks and the gauging of strength of every part.

Ford planes are employed by many of the best known passenger air line in America, and also by a number of business companies desiring the advantages of their own air transportation, as well as the attendant advertising value.

In addition to the 7-AT and 5-AT, production of the 4-AT powered by three Wright J-6 motors, and the 6-AT, equipped with pontoons for landing on water, will be continued.

TAXI-CAB CRISIS

Singular Situation in Paris

Paris, Jan. 20.
A singular situation has arisen in connection with the recent increase in taxi-cab fares. Two thousand of the small owners of cabs, finding that they cannot obtain a sufficient number of fares and that their takings have been reduced by 50 per cent., are talking of selling their vehicles. Other drivers are discussing the advisability of ignoring the new tariff and of accepting lower fares, in the hope of winning back clients.

There are 18,000 taxi-cabs on the streets of Paris, and one of the big companies is on the eve of putting 2,000 more vehicles into circulation. In spite of the fact that things are not going well, there is also talk of building large garages and of the Municipal Council ultimately buying up the taxi-cab company. These rumours have served to reopen the flood gates of opposition against the Municipal Council, for if this new enterprise is started, it will be the ratepayers who will have to pay.

All this trouble has arisen through the abolition of the famous green card delivered to the drivers of motor vehicles when they passed through the gates of Paris, and handed back when they returned and paid a tax on any extra petrol in their tank. Another cause of the trouble is the increase of taxi-cab fares to a point at which the cabs cannot compete with the omnibus and tram-car services which the Municipal Council controls.

RAIL VERSUS ROAD

What Enthusiasts Foresee

Enthusiasts for road transport profess to foresee the day when our railways will be converted into motor tracks, but it is much more likely that they will be restored to their legitimate function as carriers for all long-distance traffic other than that of an exceptional nature, such as goods too bulky to be transported by rail.

No arbitrary definition can be given of long-distance traffic, but given effective regulation of road undertakings it is probable that, in general, either goods or passengers can be more conveniently and economically carried by rail over distances much in excess of fifty miles.

So far as passengers are concerned, greater distance road tend to become both more tedious as compared with rail travel. The matter is on a different footing as regards goods traffic, as in this case a balance must be struck between economy and speed. It may be admitted that at the present time, goods can often be carried more than twice the stated distance both more cheaply and expeditiously by road than by rail, but on the whole, the tendency is for the cost of road transport to increase and that of rail transport to decrease, and we believe that the railways are now fully alive to the importance of eliminating vexatious delays by speeding up both collection and delivery, and the elimination so far as possible of idle time at depots.

If we are correct in our surmise, the proper function of road traffic is becoming that of acting as a feeder for long distance rail traffic, and providing local services up to distances of about fifty miles, particularly in the direction of cross-country runs. Such a programme leaves ample scope not only for the existing road carriers, but adequate provision for expansion.—Engineering

CLUES LEFT BY MOTOR TYRES

Criminals and felons can be apprehended under certain circumstances by the imprint of their automobile tyres (says the Scientific American). From a scientific study of the tyre imprint and comparison with marks on record in the Sheriff's office, it is possible to determine the make and size of the tyre, which wheel it is on, and the approximate type, load, and speed of the suspected car at the time the felony was committed. When suspicious-looking tyre marks are discovered near the scene of a crime, a try-square is placed on the ground beside the marks, and measurements and photographs are taken. These data are compared with office records of the 450 different kinds of tyre-tread patterns now in use.

After determining the make, size, and position of the suspected tyre, officers watch for cars having the distinguishing tyre or tyre. By means of the new system of identification, several professional chicken thieves were apprehended recently near Los Angeles. When confronted with the tyre-marked circumstances, the evidence was so clear that the thieves confessed, and were sentenced.

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WORSHIP THE GREAT
GOD WHY



Do not take anything as SO because we say so, nor because any one else says so. You are a seeker of truth, and you can not find it if you let another think for you. Accept as true only what your own reason, acting on known facts, leads your mind to accept as true, regardless of the source. Be on the alert to tell true from false, right from wrong. Make yourself a human question mark toward what you read, demanding proof.

Worship the great god WHY.

We say that the NEW GARGOYLE MOBILOIL is the most economical and efficient motorcar engine lubricant ever produced. Do not believe us. Find out by practical test whether what we say is true, but first drain the crankcase while the engine is hot—give the NEW MOBILOIL a fair chance.

VACUUM OIL COMPANY

8 CYLINDER

The Popular Swing Continues

After 16 years of supremacy, the six cylinder car has given way to the eight, particularly in the moderate price field. This is shown by the 1930 New York Automobile Show where 28 out of 46 makers displayed eights. At last year's New York show, 23 manufacturers exhibited eights.

Figures on the number of eight cylinder makes exhibited at the New York Automobile Show since 1926 are of considerable interest in the light of this popular swing to eights. At the 1926 show there were 18 makes of eight cylinder cars on display. In 1927 the number was 22; in 1928, 22; in 1929, 23 and this year 28.

The advance from the higher priced six to the eight has now attained the momentum of the historic shift from fours to sixes ten years ago. In 1914 when the swing started, 54.2 per cent of all makes of American cars were fours. To-day only 4 per cent are fours.

Among the first manufacturers to foresee this trend and switch from the four to the six in response to the public demand for greater and more flexible power, Studebaker again played the role of pioneer and pointed the way to the popular priced eight.

In 1927, Studebaker brought out an eight cylinder car, the President Eight, priced to command mass sales. So successful was this move that it was quickly followed by the introduction of the Commander Eight in January, 1929, and by the Dictator Eight last year.

The year 1929 was featured by instance after instance of growing eight cylinder popularity. Registration figures for the first seven months of the year over the same period in 1928 showed an increase of 84 per cent. In eight cylinder registrations in the United States while sales in the same price class registered a decline of 18 per cent, 30 leading cities registered an eight and nine for the first eight months of last year showed a substantial gain in every city for eights with a corresponding loss in fours.

A LIMIT

Motor-Bus & Cut-Throat Competition

John Stuart Mill is now out of fashion, but the statement in his classic essay "On Liberty" that "there is a limit to the legitimate interference of collective opinion with individual independence" remains as true to-day as when it was written. We imagine, however, that few people would now regard the sole end for which mankind are warranted in interfering with the liberty of action of any of their number to be prevent harm to others. One of the more important proposals for the amelioration of industrial depression, for example, could hardly be defended on the grounds that it does no harm to others, while it unquestionably constitutes a decided interference of collective opinion with individual independence.

One of the mischievous tendencies of the last few years has been the mushroom growth of road transport agencies which, while proving a serious embarrassment to the railways, have only served to delude the public about what constitutes an economic rate of transport. In the boom years of 1927-28, many small companies were formed to operate road passenger services, and these companies succeeded in diverting a large amount of traffic from the railways, partly by affording a novel means of travel, but mainly by offering to convey their passengers at fares markedly below the current rate by rail.

These companies enjoyed several fortuitous advantages, apart from the fact that they were only called upon to pay a relatively small proportion of the cost of road maintenance, they were at liberty in many areas to select the most profitable, while ignoring unremunerative services, and to employ relatively unskilled, and consequently low-paid labour, entirely at their own discretion. Finally, no effective measures were in existence to ensure that the vehicles which they employed were either suitable or safe for the services.

In spite of these advantages, however, it is an open secret that many of these companies are now facing their alternatives of either ceasing their activities or substantially increasing their fares. There can be little question, therefore, that the competition will be given to the continued existence of uneconomic road transport by the implementation of the new Transport Act. There is no reasonable doubt that this Act will pass on to the Statute-book in due course, and it includes measures for removing all the anomalies to which reference has been made, other than increased liability on the part of road transport undertakings for the expense of the roads on which they run, and the credit for the losses incurred by the railways.

WILLYS-OVERLAND

In a Strategic Position

With its announced policy of conservative production to meet the demands of the buying public, Willys-Overland starts 1930 in a particularly advantageous position.

The 1930 programme calls for the operation of the factories at Toledo, Ohio; Elmira, N.Y.; Pontiac, Mich.; Los Angeles; Berlin and Manchester, on schedules which permit the highest efficiency and economy. At the same time, the resources of this immense manufacturing organization make it possible for Willys-Overland to speed up production at any time to meet unusual demands.

This eliminates the necessity faced by so many manufacturing companies of rushing production early in the year and building up a surplus, which may be left in the store rooms at the close of the year. In the matter of distribution, the location of its various plants gives Willys-Overland another advantage, reducing costs of delivery and eliminating delays.

The main plant of the Willys-Overland Company at Toledo, Ohio, has a capacity of more than 2,000 cars a day. The Willys Foundry and Machine Co. at Pontiac, Mich., where Willys-Knight motors are made and assembled, is one of the most complete and modern motor building plants in the world. Castings for all Willys-Overland cars are made here.

Transmissions and other parts for Willys-Overland cars are made in the Willys-Morrow, Inc. plant at Elmira, N.Y. A complete assembly plant at Los Angeles provides facilities for economical operations on the west coast.

Willys-Overland, Ltd., at Toronto, one of the most progressive of Canadian factories, is of major assistance in supplying the Canadian demand for Willys-Overland products. Willys-Overland Cranley, Ltd., at Stockport, England, and the manufacturing plant at Berlin, provide cars for European distribution.

It may be said that they have taken every precaution to ensure the reasonable comfort and safety of their passengers, and the fair treatment of their staff, and they have only run at uneconomic rates when they were forced to do so by unfair competition. The position of these companies in the future is of considerable interest to the public.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4769.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
TRUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
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WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

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FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.223.
FIRE TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. U. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTONIA HAT TYRES.—Hongkong Hotel Garage, Queen's Road. C.4769.
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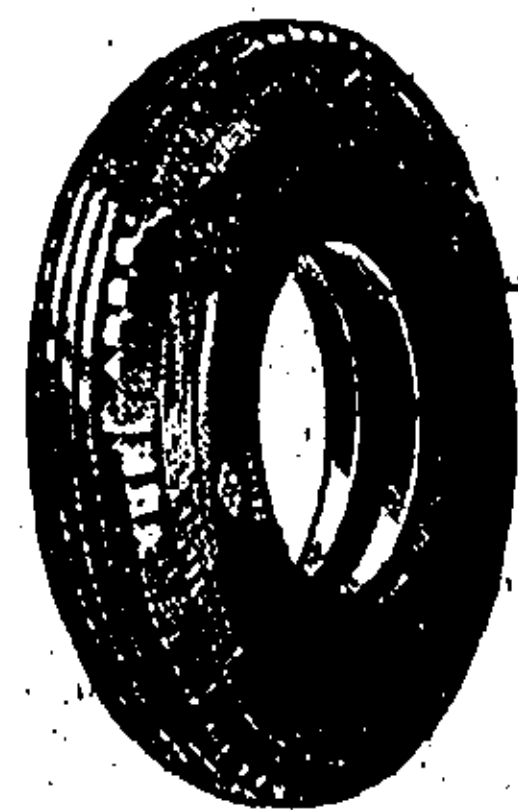


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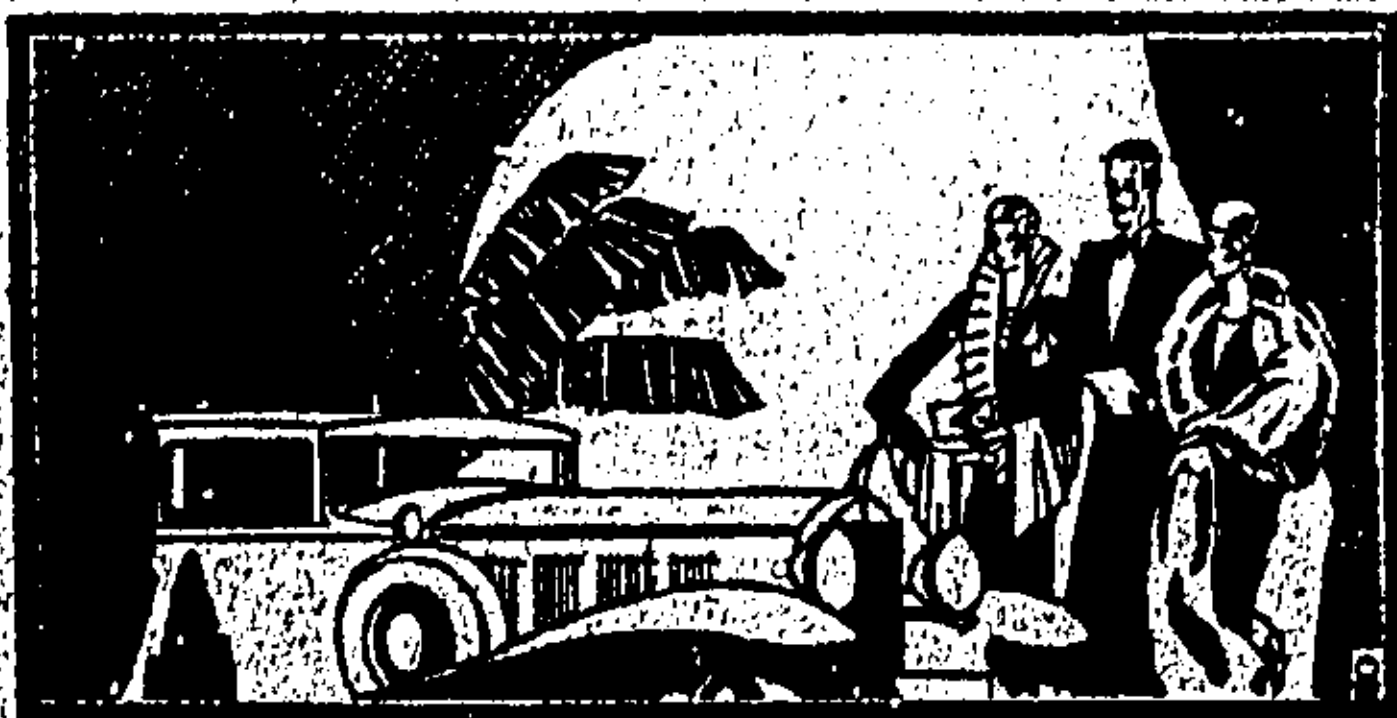
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BIG GAME HUNTS

With Car, Lasso, and Camera

Motor car, lasso and camera in place of high-powered rifles are coming into style as the popular diversion in staging big game hunts in Australia, according to C. S. Fletcher, Studebaker representative.

That this form of hunting is vastly more exciting and more sportsmanlike is pointed out in a letter from Mr. Fletcher, since the new form of hunt calls for release of the quarry uninjured after the catch. He describes the new fashion in hunting as follows:

"The scene of the hunt was thirty or forty miles outside the city of Leeton—right in the middle of the bush. For equipment we had two Erskine cars, a Sedan and a Tourer, a lasso and a camera to record the success of the day.

"After scouring the countryside for a couple of hours, we spied four emus. We singled out one and the chase was on in earnest. It scampered around through the undergrowth and over rough ground that forced us to travel between thirty-five and forty miles an hour. Finally the bird seemed satisfied that it could outrun the car and started across the plain. The going was horribly rough but by virtue of the absence of trees, the Erskine managed to gain rapidly.

The Humiliated Emu

"Capture was effected by 'Texas' Jack, who rode the running board of the careening car and tossed a lasso over the bird's head. The problem then arose of standing behind the emu while photographic evidence was taken. Emus are far more talented in kicking than the toughest mule. Unlike the mule, however, they kick forward instead of backwards and it must be admitted that they are very accurate shots. With the picture made, the humiliated, but uninjured emu was released."

Next on the programme was a kangaroo chase. After hours of cruising the hunters finally caught sight of a big fellow who seemed to offer everything that might be wished for in a specimen.

"We anticipated no trouble in landing him," Mr. Fletcher continues, "but he led us a very merry fifteen-mile chase before finally being captured. Although not classed as a ferocious animal, the kangaroo nevertheless has powerful weapons of defence. His forefeet are equipped with long and extremely sharp claws. With these he can grasp a dog or man in a vice-like grip and rip and tear meat devastatingly with teeth and hind claws, while 'sitting' on his strong tail.

"One method of attack consisted of seizing the great tail and lifting it off the ground, whereupon the kangaroo was off balance and practically helpless. Even so, holding the tail is no job for a weakling and getting behind him to seize the tail no mean feat.

"The hunt continued and before the end of the day our bag consisted of five grown kangaroos, four baby kangaroos, one emu, one eagle, five ducks and one of the largest specimens of our most deadly snake—the black snake. The last named, incidentally, was not given the courtesy of release accorded our other captives.

"It might be mentioned that the hunt was so eminently successful," he concluded, "that one of the party posted a \$250 challenge with a Leeton newspaper to any other party of similar size duplicating the feat with any other make of car than Erskine or Studebaker."

A CITY OF CONTRASTS

"Bangkok, the capital of Siam, is a city of amazing contrasts," writes Major C. Lestock Reid in the February Wide World Magazine. "In its crowded, brilliant-coloured streets, the latest Rolls-Royce crawls along behind the most primitive bullock cart, and police and soldiers in ultra-modern and very German uniforms (save for the Royal Guard) rub shoulders with civilians clad in the most primitive of Eastern robes.

"You can take a taxi and find it a much better and more powerful car than those that ply for hire in London or Paris; but the drivers are so incredibly ignorant that they have to be directed street by street, even if your destination is the Royal Palace itself!

"If you don't care for a taxi you can have a riksha—probably the earliest form of wheeled transport—and direct the coolie (always presuming you know the way yourself) by the simple process of saying: 'Right', 'Left', or 'Straight on' at crossroads. Always presupposing that you survive the dangers of those close roads—a bit of a toss-up in that matter of unregulated traffic—you can be comfortably assured that the coolie will go the correct way, for he has one more of the riksha's points to his credit—he can tell right from left!"

WELDING

Remarkable Method of Manufacture

Among those whose knowledge of Ford methods is derived from articles in the Press and magazines, it is often imagined that the outstanding point of interest in Ford factories is production in very large number due to the elimination of waste motion and to the use of the most modern machines, tools and fixtures and manufacturing methods that unlimited resources and years of conscientious effort have been able to produce.

The company, however, never depends upon accelerated individual effort for its production. To the trained observer a production of over 9,000 cars and trucks a day, averaging 2,000,000 finished jobs a year, is less remarkable than the smooth unhurried precision with which it is done. One never notices any confusion in a Ford factory. Many new processes are employed, some of them epochal of their kind, and these given the new Ford the remarkable combination of quality and strength that have aroused so much world comment.

A Wonder Tale

A very striking example of this "difference" in Ford methods provides the subject of this article. The age-old task of welding, first practised by the blacksmith, has been developed in a way that can justly be claimed to provide a wonder tale of modern industry. In the production of the new Ford, welding has been turned into the keystone of a new manufacturing method, and the Ford works have been transformed into the world's greatest welding laboratories.

The practical result of this achievement is that forgings and stampings can be united into integral parts of strength, lightness and beauty at a speed unequalled hitherto. The important outcome is a motor-car in which no castings are used except in the cylinder block, which like other cylinder blocks, is made of cast iron.

Welding in the Ford factories is the transformation of two pieces of metal into one solid piece. In order to apply welding so extensively and efficiently to the new Ford car, it was necessary to adopt methods that would seem almost revolutionary in some plants. In many instances machines had to be designed that were radically different from any in existence, and tools and fixtures never before heard of were made.

Perfect Results Secured

The results, however, have more than justified expectations. The process has helped to make the new car at the same time one of the most economical and sturdiest ever manufactured.

Destructive tests have shown in a remarkable way the enormous strength of the metal at the point welded—proving, in fact, that the point of weld is the strongest of all. The new Ford Model "A" chassis has over 150 forgings, 390 electric butt welding and 300 spot welding operations. 90 per cent. of all its steel parts are forgings.

The whole car, in fact, may be described as a welding design, and this affords one of the outstanding reasons for its strength, beauty, lightness and speed.

MOTOR-CAR CARRIER

Freight Steamer Fitted With Lifts

The Tyne Dock Engineering Co. have accomplished an interesting job in converting the Dovenden, formerly the Howick Hall, into a transporter for carrying cargoes of assembled motor-cars, with elevators to carry the cars from the upper to the lower decks.

"The vessel, which has a gross tonnage of 5,096, was built at Glasgow in 1910, for the United States Steel Products Co., and, her conversion is understood to be the first job of its kind ever done on the Tyne. The Dovenden, now owned by Messrs. McAllum and Co., is having extra decks constructed, and also a new wooden deck about nine feet below the main deck in Nos. 1, 2 and 3 holds. The old cargo doors at the side of the ship have been removed and six large openings have been made, while six special watertight doors are being fitted.

These doors will open on a level with the upper deck, and in the hatchways steel frame elevators of the trellis type are being installed. Two portable elevators are also being provided. Fitted with all the safety devices, and to meet the requirements of the Factory Act, the lifts will travel from the upper deck to the lower decks, and facilitate the conveyance of motor-cars from the cargo doors down to the storage quarters, and vice versa.

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ROAD-RACING

Wash Speed Course Proposals

SCHEME OUTLINED

The proposals for the ambitious scheme for building a vast speedway on the foreshore between Boston and Skegness have been taken a stage farther, and the sponsors, the newly-formed Automobile Racing Association, have high hopes of bringing the project to fruition.

Since Brooklands is no longer available for attempts on short-distance records, owing to an international ban, there is a very definite need for a suitable track in Britain.

A Fifteen-Mile Course

At present British motor cycle riders who wish to attack flying kilometre or flying mile records have to visit Arpajon, in France, and to add to the difficulties there is only one Arpajon meeting a year. For car drivers the position is worse still, since speeds have become so high that for attempts on the world's maximum speed record only such places as Daytona Beach, Florida, or Venauk Pan, in Africa, are of use.

The first proposal of the Automobile Racing Association is, therefore, to build a straight course of 15 miles; this is to be at least 100 feet wide, absolutely flat, and to be surfaced with a non-skid material. But the scheme goes farther than this, and it is now proposed that there shall be a racing circuit as well. This T.T. track is to include part of the main track, and be completed by a loop road 45 ft. wide and eight miles in length. Various bends and corners will form part of the loop, so that true road conditions are obtained.

Other plans include the building of a motor-boat waterway a mile in length, a grandstand four miles long, to be situated along the middle section of the course, and an aerodrome. Roughly, 10,000 acres of the Wain will be reclaimed if the project is carried out, the width of the area being about 2 miles. Protection along the sea will be necessary along the whole length, and this will be obtained by means of a sea bank faced with concrete.

From these details it will be seen that the project is extremely ambitious. Actually, an expenditure of at least £300,000 has been suggested as being necessary, and it may well prove extremely difficult to obtain so large a sum. But, apart from revenue derived from racing and record breaking by cars, motor cycles, and motor boats, there is the land reclaimed, and it is also proposed that the track should form a toll road between Skegness and Boston. At present the road between these towns is tortuous in the extreme.

The foreshore is at the moment controlled by the Board of Trade, the Duchy of Lancaster, and the Commissioners of Crown Lands, and it is understood that these bodies will be willing to meet the Automobile Racing Association in the matter so long as the rights of local residents are not violated.

There was an official enquiry into the proposals by the Board of Trade and the Ministry of Agriculture.

The Board of Trade Inquiry Mr. G. G. L. Du Cann, barrister, of London, who appeared on behalf of the Association promoting, outlined the scheme. He said the area was approximately fifteen miles in length, with an average width of three-quarters of a mile. The main speedway would be from twelve to fifteen miles long and 200 yards wide. It would be in a straight line, and perfectly flat; both sides would be fenced with concrete posts and wire. Down the centre would be a roadway 100 ft. wide, with return loop road about five miles long and 60 ft. wide. Access to the sea would be provided at suitable intervals by means of gateways.

Along four miles of the speedway would be a spectator's stand 30 ft. wide, which would be in the form of a raised platform, partially roofed in. The track would be protected from the tide by a huge sea wall. The racing tracks available did not provide scientific data, and the present one would supply that deficiency and meet all requirements.

The local authorities and private owners who had put forward objections had not done so in opposition to the scheme, but to preserve their rights on the foreshore in the matter of drainage and so on. The Association believed they would be able to meet those objections satisfactorily.

Mr. Howard, one of the directors, gave evidence on behalf of the Association, and also its president of the Marine Motor Association.

He estimated that two thousand men would be employed if the scheme were carried out, and that the work would take about two years.

Captain Malcolm Campbell said he had been searching all over the country for a suitable speed track and he was satisfied that the one proposed would fulfil all requirements. In fact, it would be the most ideal track in the world, and make the Lincolnshire district the Mecca for all speed events. Capt. Campbell said he was convinced of the practicability of the scheme.

Ideal Testing Ground

Captain W. Barnato, another director of the Association, said there was no place at present where car manufacturers could test out their products, and from that point of view the project was a very desirable one. To those who might say, "What was the use of a racing track?" he would reply that it helped towards what he described as road worthiness. A considerable amount of additional evidence was given in support of the scheme, amongst others by the Clerk to the Holland (Lincolnshire) County Council, the Mayor of Boston, who spoke for the Borough Council, and the chairman of the Skegness Urban District Council, all of whom spoke of the benefits which would accrue.

Mr. F. W. Dennis, a well-known Lincolnshire agriculturist, raised the question of whether, in connection with the construction work, agricultural labourers would be attracted, and in that way agriculture might suffer.

Mr. J. H. Hutchinson, a member of a big engineering firm, who gave evidence as to the roads, said he did not think agriculture would suffer in the way mentioned. The men required for the work would be unskilled, and the contractors would also bring along with them a large body of men; and there need be no fears for agriculture.

The view of the Board was that by electing to proceed on a non-statutory basis, the Association must comply with the wishes of the people affected by the scheme. If they were unable to do so, the Board would have to grant consultation with the Ministry of Agriculture to consider whether the outstanding objections would prevent the Board from giving consent. If there was any doubt the promoters would be told they must go to Parliament in order to obtain powers to carry the thing through. There was really no serious opposition, and the Inspector will report in due course.

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RADIO NOTICES

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Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

It is notified for information that with effect from 26.2.30 the local currency rates for radio telegrams to the countries named below will be increased as shown:-

Indo-China	\$0.65
Siam	\$0.90
Netherlands East Indies	\$1.10

INWARD MAILS

From	Per
FRIDAY, FEBRUARY 28.	
U.S.A. (Seattle, Feb. 8), Japan and Shanghai .President Pierce.	
Japan, Shanghai and Europe via Siberia	
(London, February 8) .Macedonia	
SATURDAY, MARCH 1.	
Shanghai and Swatow .Sunning	
MONDAY, MARCH 3.	
Straits .Atsuta Maru	
Manila .President Madison	
TUESDAY, MARCH 4.	
U.S.A. (San Francisco, Feb. 6), Honolulu, Talyo Maru	
Japan and Shanghai	
FRIDAY, MARCH 7.	
Japan and Shanghai .Kashmir	
SATURDAY, MARCH 8.	
Canada (Victoria, Feb. 15), U.S.A., Honolulu, Japan and Shanghai .Empress of Canada	

OUTWARD MAILS

For	Per
THURSDAY, FEBRUARY 27.	
Swatow .Seistan	3.30 p.m.
Amoy .Tai Yuan	3.30 p.m.
Samshui & Wuchow .Kochow	4 p.m.
Saigon .Yingchow	5 p.m.
FRIDAY, FEBRUARY 28.	
*Shanghai and Japan .Shidzuoka Maru	8.30 a.m.
Swatow, Amoy and Foochow .Hui Yang	1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles .Macedonia	

K.P.O.	G.P.O.
Parcels .Feb. 28, 4.30 p.m.	Parcels .Feb. 28, 5 p.m.
Registration .Mar. 1, 9 a.m.	Registration .Mar. 1, 9.45 a.m.
Letters .10 a.m.	Letters .10.30 a.m.

SATURDAY, MARCH 1.	
Japan, Honolulu and South American Ports .Rakuyo Maru	5 p.m.
Saigon .Wai Shing	5 p.m.
SUNDAY, MARCH 2.	
Swatow, Amoy & Formosa .Canton Maru	9 a.m.
Bangkok via Swatow .Kaying	9 a.m.

* Superficial correspondence only.

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BRITAIN AND BOXER INDEMNITY

NO DEFAULT IN PAYMENT ON HANKOW DEBENTURES

EXTRALITY QUESTION

London, Yesterday.
In the House of Commons to-day at question time, Mr. Arthur Henderson stated that so far as he was aware there was no default of payment of the interest on debentures on the ex-British concession of Hankow, except in respect of interest for the first half of 1927, which was paid in depreciated notes on Hankow Central Bank. He had received no communication from British missionary societies in regard to extrality in China.

The Foreign Secretary also stated that the draft of the agreement in regard to the Boxer Indemnity had been reached between His Majesty's Minister, Sir Miles Lampson, and the Chinese Foreign Minister, Dr. C. T. Wang, for the consideration of both Governments, and he was awaiting the text.—Reuter.

Rugby, Yesterday.
The Foreign Secretary stated that the Government are in negotiation with the Chinese Government for a return of accumulated and future instalments of the Boxer indemnity to the Chinese Government on terms in harmony with the report of the Advisory Committee set up in 1925.—British Wireless Service.

GIFT TO PRESIDENT

Coachman's Son's Rise to Fame

Prague, Yesterday.
On the occasion of the eightieth birthday on March 7 of Masaryk, the first President of the Republic, Parliament has voted him a personal gift of over £120,000. Masaryk, who was the son of a coachman, started life as an employee of a Vienna locksmith.—Reuter.

NO SILVER DUTY

China to Impose No Restriction

Nanking, Yesterday.
The Finance Minister Mr. T. V. Soong has issued a statement to the effect that the Government have decided not to impose import duty or any other restriction on silver.—Reuter.

POINCARÉ'S RETURN TO POLITICS

INTERVENES IN FORMATION OF THE TARDIEU CABINET

PREPARED TO RESUME

Paris, Yesterday.
M. Poincaré has intervened in the negotiations for the formation of the Tardieu Cabinet, and to-day interviewed M. Besnard, the ex-



M. Raymond Poincaré

War Minister, and prominent member of the Radical Party in the Senate. It is noteworthy that M. Poincaré, as soon as his health permits, is undoubtedly prepared to resume the responsibilities of Government, if called upon.—Reuter.

Later.
M. Tardieu has accepted the invitation to form a Cabinet.—Havas.



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WILL HOLLAND REFUSE BRITAIN FACILITIES?

STRANGE HESITATION

London, Yesterday.
In the House of Commons to-day, Commander Kenworthy asked when the establishment of the British to Australia air mail service was expected, and whether arrangements had been made with the Dutch Government for the use of landing grounds, aerodromes and facilities for flying boats in the Dutch Indies.

Mr. F. Montague replied that he could not give a definite date and answer the second part of the question in the negative, but no trouble was anticipated in the negotiations with Holland, especially in view of the fact that the Dutch had facilities from us at Singapore.

Commander Kenworthy declared that there was hesitation to grant facilities in view of possible reprisals.

Mr. Montague said that there was a good deal of misapprehension in that connection. It was a matter within the jurisdiction of the Indian Government, who hesitated to grant facilities to the British as well as to the Dutch until the meteorological, wireless and ground organisation was complete for these flights.—Reuter.

NEW MINISTER OF WAR

Nanking, Yesterday.
The Central Political Council has appointed Ho Ying-ching to be Minister of War, Ma Fu-hsiang as chairman of Anhui Provincial Government and Ko Ching-en as Mayor of Tsingtao.—Reuter.

AMUSEMENTS



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